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SCOOTERING

#349 July 2015

EXCLUSIVE

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SHOW TIME! BLACKPOOL 1965



The Motor Cycle published a guide on April 29, 1965, for the forthcoming Motor Cycle Blackpool Show, which included this photo of a 'fashionable' young couple with a British-built Vespa Sportique captioned "Mod sensations". They went on to suggest that there would "surely be a crowd round Vespa's brand new 180cc Super Sports... and the other newcomer, the 150cc GL..."

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Next Month!

With the height of rally season upon us we'll have a packed edition with reports from Vespa World Days, EuroLambretta, Disc 30 and Cleethorpes to name but a few. There will also be some stunning scooters like the 80s inspired Vespa sidecar and a very shiny Series 2 Lambretta. Add to this stuff from the workshop, product reviews, and a classic interview with off and on road scooter racers from years gone by, and it'll be another packed edition!





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RIP Romolo Ferri

The Lambretta record breaker



Breaking the 125cc motorcycle speed record in 1951 on a Lambretta at 201kph.

It is with sadness that we report the passing of former Innocenti employee, record breaker and Grand Prix racer, Romolo Ferri. Born in 1928 to a Milanese family, he worked for a motorcycle workshop during the war, then in 1948 he was working in Florence when MV Agusta approached him to race for the factory team.

Romolo was then poached by Innocenti in 1950 to race Lambretta scooters, working in the Centro Studi design department when he wasn't racing. Among other scooters he helped design and develop the Bitubo racers which he also competed upon, taking part in time trial, circuit and road races such as the Milan-Taranto.

During those years many manufacturers were chasing speed records, including Innocenti, the first one Ferri made being a three-speed based on a Model C engine. This evolved to the four-speed super-charged 125cc enclosed Siluro of 1951 which he rode to a record 201kph (125mph).

Ferri was also involved with the Lambretta 250cc Grand Prix motorcycle before leaving Innocenti in 1953 to race for Mondial, Moto Guzzi, Gilera and Ducati winning the German GP on a Gilera in 1956 and finishing in the 125cc championship despite missing two rounds.

His racing career came to an end shortly following a crash on a Ducati shod in British red Avon tyres (when showing the damage inflicted on his shoulder during an interview

published in issues 328 and 329 of *Scooter* magazine with Sticky and Dean Orton, Romolo told them, "That's what the damn English did to me!") and he later returned to Innocenti in the 1960s as a technical instructor for mechanics working on Mini car engines, although he still found time to ride Lambrettas in the odd event including the Isle of Man.

Romolo sadly passed away a few days after the Rimini Lambretta Centre open day, an event they were trying to get him to attend to be reunited once again with his record breaking Lambretta Siluro.

Our sympathies go out to the family and friends of a man, Romolo Ferri, who helped turn the Lambretta scooter into the legend **it is today**.

Stronger Lambretta cowlings

AF Rayspeed has had manufactured some new Lambretta flywheel and head cowlings, made of thicker material. The flywheel cowlings are available in short or long fin versions, and Li or GP style grilles. They look better too, the holes not so close to the edge or even split, as with some older Indian flywheel cowls I've seen are (presumably some tooling out there is getting quite 'tired' by now).

The RRP of a cowling in plain black paint is £14.75, or £29.75 with a carbon dip finish. The matching thicker metal head cowl retails at £33.50 in carbon dip, plain black being cheaper. The head cowls for TS1 and RB kitted engines are also available in the new, thicker metal.

For more information contact AF Rayspeed on 01944 710693.



Apologies

Due to the amount of events going on these days, we've had to drop a few articles this month including Staff Scooters, Show Us Your Scooters, Into the Sunset and a few others, but rest assured they'll be back! By the way, Clubs to Join is also on a hiatus but you can still find the most comprehensive scooter club listings online at www.scootering.com

ISLE OF WIGHT RALLY UPDATE, FERRY DEAL, RIDEOUT AND COMPETITION TO WIN WEEKEND TICKETS!

VFM's Agent Lamb has been very busy negotiating with the new owners of Red Funnel ferries and managed to get us a very reasonable rate of £29 return for scooter, rider and optional pillion for the scooter rally over the August Bank Holiday scooter rally. To get this deal it has to be booked in advance online through the special offer option and is valid only for the rally weekend.

Other IOW scooter rally news is that a number of bands have been booked to play at the rally campsite at Smallbrook Stadium over the weekend including King Kurt who last played the IOW scooter rally in 1985, fantastic 90s indie band Dodgy, plus The Mighty Shrimp, Dead Perrys and The Corsairs.

Meanwhile, apparently a pop-up inflatable bar has also been arranged for the campsite!

As for the rideout, The Vespa Club of Britain are taking charge of the event to be held in memory of the late and great Tony Class.

The rideout will leave from Ryde Superbowl car park on the seafront on Bank Holiday Sunday at 1pm and the ride will be marshalled by the Vespa Club of Britain Isle of Wight Branch Cog 64 with The Royal British Legion Riders. The Magical Mystery Tour will follow a different route to previous years and will take riders down some of the most scenic highways and byways on the island, drinking in the stunning views across



the Isle before landing at the final fabulous destination where you will be entertained with a funky festival of groovy musical sounds plus a delicious dealers' market serving up a fine array of vintage clothing, records, scooter goodies and jolly jumble to your delight (entry will be free to all scooter riders).

Advance tickets for the weekend are now available to purchase online via VFM's website at www.vfmscoot.co.uk which for the princely sum of just £26 each gets you access to the site from Thursday until Monday including all on site entertainment.

However we have two pairs of weekend tickets to give away (that's four in total!), courtesy of VFM, and all you have to do to be in with a chance of winning a pair of tickets is to answer this simply question and send it to us before the closing date of Monday, August 3, 2015.

Apart from King Kurt playing the Isle of Wight, what else happened in 1985?

A: Scootering magazine was launched

B: A Lambretta landed on the Moon

C: Vespa launched a 500cc two-stroke model

Send your answers to: SC-Jul_VFM, Scootering magazine, PO Box 99, Horncastle, Lincs LN9 6LZ.

Name
Address

Postcode Telephone

The answer is: A ☐ B ☐ C ☐

Email Address

Closing date: August 3, 2015

Terms and conditions apply. For full terms and conditions, see www.scootering.com. The winner will be the first name drawn at random. There are no cash alternatives available.

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ADVERTISING DEADLINES

The advertising deadline for the next issue of Scootering (August 2015) is Thursday, July 2, 2015

On sale in newsagents July 23, 2015

Free ads, personals, club do's & events

These are all to be booked via the website at www.scootering.com or via post to: Scootering Magazine, PO Box 99, Horncastle, Lincs LN9 6LZ

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KMT CARBURETTOR JETS

Those of you who work regularly with carburettors may have noticed that the quality of jets available has gone down hill over the past few years, even on original equipment items. Many tuners have reported that jet changes have not resulted in the expected changes according to the sizes marked on the jets.

British engineer and scooterist Terry Barry has looked into the problem by cutting open jets to find that some are made badly, leaving burrs inside that restrict fuel flow, or are bored badly resulting in oversized jets that flow unpredictably.

Terry's solution has been to launch his own brand KMT jets which are precision manufactured in the UK on Swiss watchmakers' machines. The jets are lined before boring to ensure precision of sizing. Terry sent samples which I am currently running on my tour of

Europe. While it is difficult to get too excited about carb jets, the quality of machining is clear to the naked eye.

So far KMT has only produced jets in 5mm and 6mm sizes to suit Dellorto carbs, but Terry has the facilities to produce other types and even one-offs subject to demand. Next in line for production are the push-in jets for Vespa large-frame carbs.

Not only is Terry aiming to beat other manufacturers on quality, but also on price. Retail from KMT for one 6mm jet is £1.60 which undercuts even pattern manufacturers. Additionally KMT offers a substantial discount for dealers and is willing to produce sets or specials for aftermarket. For more details see www.kmtproducts.co.uk or contact infokmtp@yahoo.co.uk tel 01793 686191.

Sticky



Milled open jets from OEM suppliers, Dellorto and Jetex.



New British made carb jets from KMT.

Model D Mats

The latest addition to the Casa Lambretta stock in the UK are these grey rubber floor mats for Model D Lambrettas. Retailing at £40 each, they're suitable for either 125 or 150 models, are branded as such together with a Casa Lambretta logo, are a good fit and finish, and suit an open frame D Lambretta restoration perfectly.

For further information contact Casa Lambretta's UK importer Scooter Restorations Ltd on 0115 927 7277 or visit www.scooterrestorations.com



Vespa Shirts

Apparently, so they tell us, you just cannot have enough smartly-styled scooter orientated T-shirts (although I know someone at home who could beg to differ!).

SIP however has launched a new range to make your drawers bulge thanks to some neat original designs that it's had printed on to some good quality "loom-brushed and ecologically friendly cotton" shirts. The brightly coloured front-prints of these T-shirts come from the

SIP Scootershop Collection. They are available in a variety of sizes and for the ladies there are even some in your very own cut.

Retailing at up to £18.26 (depending on design and exchange rate), you can find more info via www.sip-scootershop.com, <http://bit.ly/scootergear> or visit the ScooterFacebook page on the internet where we are giving a few T-shirts away that SIP kindly sent over for some lucky readers.



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on the Tech Centre's behalf, same day, by courier.

Motorsport at the palace

Crystal Palace Park in south London is where the cast iron and glass building that formerly housed the 1951 Great Exhibition in Hyde Park (from which the area takes its name) was relocated to (it burnt down in 1936), and is also the site of a 1950s transmission tower that is still broadcasting radio and television signals today.



The 2015 line-up.



It also lays claim to being the site of the world's oldest motor racing circuit, with roots it claims go back to 1899. The first motorcycle race took place on a purpose-built circuit there in 1927, and in 1937 it hosted the first London Grand Prix car race.

Legendary drivers such as Jochen Rindt, Graham Hill, Jim Clark and Mike Hailwood all competed there until 1972 when the final car race took

place, with club racing continuing until 1974. The circuit was also used as the location to 'blow the bloody doors off' and practice crashing the Minis in the film *The Italian Job*.

Both Vespa and Lambretta club rallies were held there during the 50s, scooter racing classes appeared alongside motorcycles in 1960, and in September 1970 the London Region Vespa Clubs organised a scooter-only race day at Crystal Palace.

Riders were not

'officially' competing against each other, but trying to achieve a high average speed, the winner being the one closest to the set number of laps for their class.

With seven classes in all, Vespa riders took two, Lambrettas the other five including sidecars, with Ron Moss of Supertune fame winning both the '171-210cc' and '210cc and over' classes with laps of 63.75mph and

64.15mph respectively, records which still stand today.

While the race circuit is no more, much of the track remains, albeit in places as footpaths.

The Sevenoaks District Motor Club organised a sprint event for cars over the May bank holiday weekend of 2010 with vehicles from the 1930s onwards taking part and the now annual event has grown from there.



Ron Moss talked us through the 1970 line-up: "Dave Cox (91) who used to work at Lambretta Concessionaires, myself (68), Ray Kemp (65), Kenny Brittlebank (94) whose father used to have a shop in Luton, Kevin Riley (74), behind is Dougie May (88, with the peak) who took over Roy's of Hornchurch for a while, Bill Metcalf to his right (80) and Tom Pete (66) who still has that bike."



Along with numerous car clubs, the Classic Motorcycle Racing Club (CRMC) had a display of machines, and were also invited to complete a couple of laps too this year. The emphasis was on period sporting two-wheelers of course, especially any riders who had previously competed at the circuit.

Max Aldous of the Odd Mod Squad arranged for Ron Moss to return for a few laps on a Supertune Lambretta while Max rode his own Lambretta sprinter. The scooter numbers were boosted to five with the addition of a genuine 60s/70s GP shop racer, originally from Atkinsons of Great Yarmouth, Nathan's Greyhound dealer special SX, and to represent the older era of scootering I opted for a replica of a Lambretta Model D racer, built by Howard Chambers.

Unfortunately, while the cars were competing one at a time on a short sprint circuit, modern health and safety regulations deemed it unsafe for bikes to also race in anger. We did venture out however to ride onto the starting grid for a photo shoot and then again later for a couple of 'parade laps' which for the bikes may

have been slower than their usual run, but my D150 was at full throttle for sections!

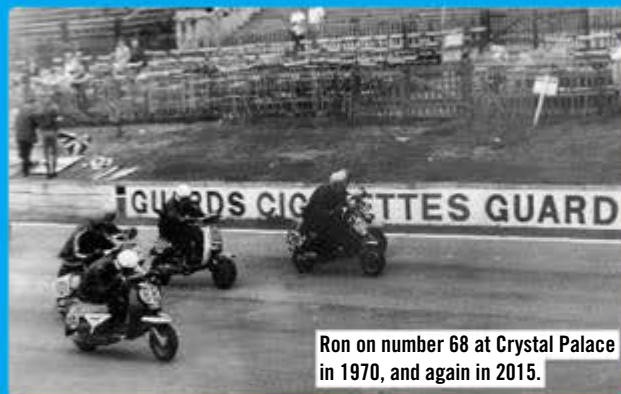
For the paying punters the two-wheelers arguably provided some great spectating as we rode around en masse, overtaking, and therefore visually looked like a real race – although a couple of cars spinning off later also proved crowd pleasers.

The scooters attracted plenty of people while on display too, taking photos, asking questions, a number recalling fond memories of old, the chap who owned and rode a Model F in Australia in his youth probably quoting the rarest Lambretta of the day! So will we see two-wheelers racing at Crystal Palace again in the future? Sadly I doubt it, but it was good to see them adding a little two-stroke to the weekend's ambience as well as get the message across to the general public that there's more to classic scooters than the usual Mods and rockers theme...

Andy

(Thanks to Dave from the OMSSC for the extra photos, and Laura from CRMC for organising everything so well).

RONNIE MOSS



Ron on number 68 at Crystal Palace in 1970, and again in 2015.

So when did you last race at Crystal Palace Ron?

On September 27, 1970.

I understand you still hold the scooter lap record here?

Ha ha, yes, by default I suppose! It was one minute 18 seconds I think, the track was about 1.3 miles long. I also hold Thruxton 'cos scooters have never been back there, and Mallory Park Long and Club circuits because they then changed them!

What do you remember about the 1970 event here?

It was organised well, a bloody good event. It was a nice day, sunshine, it wasn't a championship event and although there were a few people missing because of that, there were still a lot of racers from over the country here.

The grid was jam-packed, they had reserves galore. In the photo here that's not the whole grid, there are still rows of scooters behind that.



What about the circuit?

There was no run off at all, as you can see. It was before the days of health and safety madness. They had railway sleepers lined up against the concrete walls of the old palace from where spectators watched, with a couple of straw bales in front of it all!

(to read a full interview with Ron see the January 2008 issue of Scootering, back issues available via www.scootering.com or call Customer Services on 01507 529529)



Above left: Like many classic scooter owners, those with old cars often like to get out and use them too, like this lovely Alfa Romeo. **Above right:** How to slide a Mini around a hairpin fast!

Casa Lambretta

Casa Performance Centre's!

Fantastic news from Casa Lambretta! With the continued expansion of the amazing 'Casa Performance' range, certain established shops & workshops have been given the 'Casa Performance Centre' status. This is your guarantee to find mechanics whose professionalism, technical knowledge and quality of work will give you peace of mind they fit products such as the famous Casa 185 and Casa SS200 / 225 kits to your scooters.



Rimini Lambretta Centre



The Genius

Roberto Barone



JB Tuning



Luca Fuschini

www.casalambretta.it



NEWS

The new '2015 Casa Lambretta Catalogue' is out NOW!

Finally the all-new '2015 Casa Lambretta Catalogue' is now available. It's cram packed with 250 pages and over 1000 new items! Specifically dedicated to all LI, SX, TV, Special, GP/DL, J Range and Luna Range machines, the catalogue follows the lines of the original Innocenti equivalents. Easy to use and also translated into 4 languages (Italian, English, French and Spanish), this is the most complete and thorough catalogue for the Lambretta scooter in the World. To celebrate 35 years in business, Casa Lambretta will be giving away one of these catalogues to every single person attending the 2015 Lambretta Jamboree in Austria!



The 'Casa Lambretta Racing Team' wins the first round of the ESC races in France!

The all new 'Casa Lambretta Racing Team' recently took part in the first round of the 'European Scooter Challenge' (ESC) races held in Mirecourt, France. After deciding to compete in the whole series for the 2015 season, the Team travelled to Northern France not knowing what to expect. The scooter was equipped with a mildly tuned Casa Performance SS225 kit and it performed amazingly, enabling rider Luca Fuschini to achieve two first places in the Group 4 races and considering that this was the first time both



Luca Fuschini

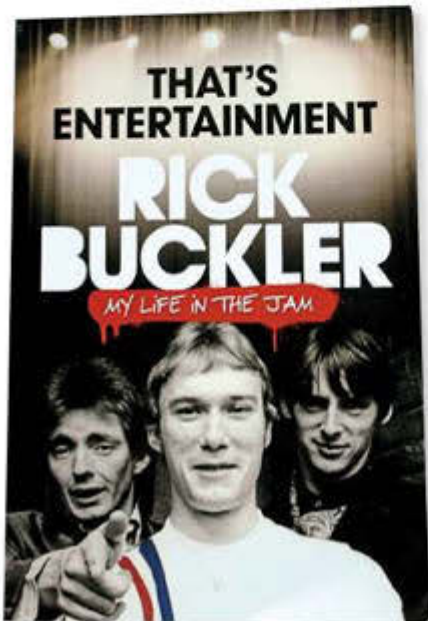


he and the Team itself have competed, it was a fantastic result! The ESC / Scootentole event was superb. The racing was incredible, the atmosphere was fantastic and we were made really welcome by the organisers, the other Teams and their riders. Casa Lambretta would like to say "thankyou" to you all! Be sure to come along and see us compete in the other ESC races this year!....."

Book review

That's Entertainment

Almost 40 years on from their first single being released, 33 years since The Jam split up, the legacy of the Woking trio has never been stronger.



Rick Buckler's autobiography *That's Entertainment. My Life With The Jam* was launched mid-May, heralded by Rick appearing on all manner of media, including national television. The book, published by Omnibus Press, due to demand was already on its third print run less than a week after its publication.

Commencing with Rick's take on The Jam splitting up as the introduction, it tracks his life from formative years in Woking, from starting off in a local band to it becoming The Jam. Anecdotes and insights to memorable moments from the halcyon five years of The Jam's career such as several tales from nights in The Speakeasy club, arm wrestling with John Entwistle and his first hand account of the infamous Paul Weller confrontation with Sid Vicious and a beer glass.

There is also an insight into his thoughts on tracks that have surfaced since The Jam split up on bootleg recordings.

The book concludes with Rick returning to drumming, firstly with The Gift then reuniting with Bruce Foxton in From The Jam, and much more. Recollections from his involvement with Time UK, Big Country and The Highliners are also included, and there are also a number of monochrome and colour photographs included, some previously unseen.

Informative, insightful and at times amusing, Rick Buckler's *That's Entertainment* is a must-read for fans of The Jam everywhere.

Sarge

That's Entertainment: My Life With The Jam by Rick is published by Omnibus Press, RRP £14.95 (ISBN-13: 978-1783057948)

A QUICK ONE WITH RICK BUCKLER

What was it that made you write your book now?

It was something I'd been working on over a period of time, one time when I bumped into Snowy (Ian Snowball), helping him promote the Jam fans book he had written, I foolishly said 'I'm writing a book don'tcha know'. He helped me bring it together, was great to bounce ideas off and advise what was missing. No real rhyme or reason as to why now, it just came together now, and here we are.

There's quite a number of 'previously unknown' tales in it, like you almost getting arrested for vagrancy!

I got stopped by the law in America walking along with a load of booze. They wanted to know where I'd been and I only had my UK driving licence on me as any form of identification. But they were fascinated how we have our date of birth in code on the

licence. That probably saved me from a night in the county jail!

What was your favourite anecdote?

Maybe getting locked out of the Brighton Centre. We were staying at The Grand Hotel on the seafront, and there are passageways that lead from the hotel directly into Brighton Centre, that's how we'd get to the venue.

We set off, escorted by Kenny, weaving through the passageways. Somehow I managed to lag behind. As I turned a corner I caught sight of fire doors closing, I ran and yelled out but it was too late. The only option I could think of was to go back to the hotel and walk round to the front door of Brighton Centre. I thought it'd be straightforward, and as I set off a small crowd spotted me and followed.

The crowd got bigger and bigger, by the time I reached the Conference Centre there was a fair sized crowd surrounding

me. I kept banging on the doors until I eventually caught the attention of one of the security staff. He kept mouthing the words "we're not open yet"! I tried my best to explain who I was and waved my All Areas Pass at him.

Through the thick glass doors he wasn't having any of it. The crowd had swelled even more by now, they were joining in "let him in, you prat he's the drummer in The Jam" but he still wasn't having any of it. The crowd were kicking and banging the doors, but before it got out of hand, he figured out what was happening and let me inside, just in the nick of time!

What promotion are you doing for the book?

I'm doing a whole series of Q&A sessions across the country from now to the end of the year. At Camber Sands scooter weekend I'm doing one on the Saturday afternoon.



By then a lot of people will have read the book, so I'll get picked up on things that maybe I've left out or maybe they'll have curiosities of their own they want to ask about! I'm especially looking forward to the Camber session though because when I played with From The Jam there, it was a memorable show for all the right reasons.

What's the chances of a Jam reunion then?

Well, that's not down to me.

Aoibheann's Pink Tie Vespa

The Pink Tie cause is one that's close to many people's hearts as it works to make life better for children with various types of cancer, some starting the journey and others in remission, but still requiring TLC and normality in their lives. It also helps siblings, parents and families cope.

The charity is focused on St Johns ward within Our Lady's Children's Hospital in Crumlin, Dublin; the only children's cancer ward in Ireland and an idea was floated that a full rebuild of a dilapidated Vespa for Aoibheann's Pink Tie Charity might be something that would generate funds, and highlight the charity and its aims.

Under the guidance and hard work of John Martin Kenny, known as Bh in the scootering fraternity, the word was put out around the country to source parts for a rebuild of a PX frame. Parts came in from all areas, even the UK. Those who had no parts donated cash and this went towards the bigger jobs of painting and coating which was also done at reduced rates.

John, who is a long time scooter builder and fan gave innumerable hours of time and

skill to put all the parts together, and meeting with Jimmy Norman from the Charity and also a parent of Aoibheann, whom the charity is named for, and Dave Hatton who was the bridge between the charity and scooterists.

It was planned to have an informal launch of the scoot at a Mod night in the city centre, but the main launch was to be done at the track day, The Spirit of Dunboyne, with the co-operation of the organisers Dunboyne MC. On the day, scooterists met in a local car park and John led the way on the scooter which was named Baby Jane, in honour of one little girl who had cancer.

At the event itself heavy duty bikes and cars do laps of the circuit, but that day scooters were included. There was the grand presentation of Baby Jane to Jimmy Norman on behalf of his beloved charity.

The Vespa PX125 will now be taken to as many events as possible to highlight the charity. It has become a 'known' scooter on the Irish scene and it's been a great project to be involved with.

David 'Baggie' Bagnall



TUCANO URBANO COMPETITION

Those kind folk at Tucano Urbano have offered some quality prizes worth over £450 for two lucky readers to win!

Ladies first and for you we have an Iris Jacket touring jacket with a RRP of £199.99. A breathable, windproof and waterproof 3/4 length touring women's jacket, among its many features are removable D30 CE approved elbow and shoulder armour, Oxford Polyamide abrasion resistant outer shell, 3D Polyester mesh lining, removable polyester thermal padding, Reflective 'visibility on demand' safety, removable lumbar support, adjustment at wrists and on arms, and ventilations systems.

Also for the girls we have some CE standard Calamero Gloves worth £39.99 which have a leather palm, hard ABS inserts on knuckles and fingers, Neoprene cuff with adjustable Velcro strap and are touchscreen compatible.

For the gents a Trip Jacket in either black or beige worth £189.99. This is a waterproof, breathable, touring jacket with an outer shell made from Oxford Polyamide fabric, a synthetic down removable inner jacket, ability to insert CE rigid elbow and shoulder armour and a ventilation system for the chest, sides and back has a hood which folds into the collar.

Also for the gents are the Bat Gloves with a RRP of £59.99. These are a CE approved summer glove with a real leather, 3D mesh back, medium cuffs, touchscreen compatible finger tips, hard knuckles and D30 armour in the palms.

So there we have it, one lucky lady and one luck gent can win a jacket and pair of gloves each, the total retail price of the prize being £489.96!

All you have to do is answer this simple question and send it to us before the closing date of August 3, 2015. Send your answers to; SC-JUL-TUC-URB, Scootering Magazine competition, PO Box 99, Horncastle, Lincs LN9 6LZ.

What colours are the Trip jacket available in?

- A: Pink or Red**
B: Black or Beige
C: Yellow or Purple



Name
 Address

 Postcode Telephone
 The answer is: A ☐ B ☐ C ☐
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 Closing date: August 3, 2015

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This month we've been listening to...

The Rifles – No love lost (Cooking Vinyl)

To celebrate their 10 year anniversary, The Rifles have released a digitally remastered edition of their debut album, *No Love Lost*. The release includes the Walthamstow lads' energetic first album in its entirety, plus two bonus CDs.

If you like guitar-driven Britpop, lively songs and catchy choruses this three CD special edition should be right up your street. If you're already a Rifles fan the bonus CDs include all the B-sides and demos from the studio sessions, including versions of *Local Boy*, and an acoustic demo of *She's the Only One*, among other Rifles classics.

If you're not a fan, this album should turn you into one within a couple of listens. Available now: www.cookingvinyl.com



Various – Le Beat Bespoke 6 (Detour Records)

Newest arrival in NUTs compilation series, like its predecessors, The New Untouchables Present LBB6 gives a wide and eclectic mix. Compiled by **Dr Robert**, all 20 tracks have become floor-packing favourites via the varied regular NUT club nights over the past few years.

From R&B such as **Catapult's** *No Time To Turn Me On* (pitched up +2 on this collection), through raw 60s garage like **Spontaneous Combustion's** *Purple* to the psychedelic soul screamer *Freedom* by **Monica**, (a scorching reworking of **Richie Havens'** *Motherless Child*), Le Beat Bespoke 6 is tailored to suit all tastes. Packed with rarities, obscurities and proven dancefloor winners, it's an essential buy for anyone with a taste for 60s sounds.



Various – Island Presents Reggae Discomixes (Spectrum/UMC)

In the late-70s a new vinyl format was introduced into the music mainstream: the 12in single. This suited the reggae artists of the time as an outlet for their extended dub mixes. So first of all, don't expect Saturday Night Fever meets Bob Marley here, the disco moniker is a little misleading, although Inner Circle's *We A Rockers* gets close to disco if you squint. And wear flares.

Instead there are 22 fantastic examples of top quality 12in reggae from 1976 to 82, vocal, instrumental, DJ and dub sounds performed by legends such as Black Uhuru, Toots & The Maytals, Third World, Gregory Isaacs and Lee 'Scratch' Perry. Highlights include a good cover of *In the Midnight Hour* by George Faith, Rico's *Children of Sanchez* and Aswad's *Warrior Charge* which is a perfect soundtrack to anyone who remembers how good the late 1970s/early 80s were before the pop hits began. Now, *Pass (me) The Kouchie* please...



Popes Of Chillitown – To The Moon (selfreleased)

I'd written a massive list of reasons as to why you should buy this album. I'd mentioned the inventiveness, the songwriting, the humour, the infectious rhythms, the tightness of the band, their swagger, the experimental areas and that there were, at best, only a handful of UK bands that were on the same level as them.

I'd observed that while they weren't preaching, they had things to say. It was noted that tunes comfortably jammed themselves into your brain, refusing to leave until long after the album had finished, and that an occasional lyric would bring a dry smile to the face of the listener if they were paying attention.

Then I realised I'd written about three times my allotted words and thought that it could be more simply reviewed like this: "This could quite easily be the best new ska-punk album this year. It's going to take an absolute monster to best it. Buy it." <http://popesofchillitown.bandcamp.com>



Woody Woodgate – In Your Mind (DW Records)

There are two distinct kinds of solo projects that members of long established bands make. The first is the 'I don't think the band is going in the right direction, this is what we should be doing' one (something which often signifies the beginning of the end for the mother group!), the other being the 'Okay, I've done that, now let's have a see what I'm actually capable of' type that exercises the musical muscles by trying something new. Thankfully Madness' drummer Dan 'Woody' Woodgate has taken the second route, and has come up with something that is about as far away from the typical material he and his bandmates produce, while keeping the distinct 'Englishness' of their music. Falling largely between early Pink Floyd and late Beatles on one side, and Second Summer of Love records on the other, it's obvious it's going to be a floaty, laid back kind of album.

The title track – a loving tribute to his younger brother Nick who has spent his post-teen life fighting with mental illness – and the happy childhood days evoked in *We're All Going To Brighton* are the ones that seemed somehow to catch the ear from the off.



Stereo Total – YéYé Existentialiste (Blow Up)

Stereo Total are a Berlin-based multilingual, French-German duo (who also sing in English), their music is an eclectic blend of new wave electro-synthpop with added 60s style, a dash of psych and punk thrown in for good measure along with a hint of disco, topped with a light sprinkling of 'je ne sais quoi'.

If you're still not with me, then track one of the 28 here, *I Love You, Ono* (apparently a cover of *I Love you, Oh No* by a Japanese new wave band, Plastics) has been used by both Sony and more recently Dior in their respective adverts.

This is a "compilation of the recording highlights" of this act, which was formed in the 1990s, these including a cover of David Bowie's *Heroes*, a brief version of Salt-N-Pepa's hit *Push It*, plus a load of self-penned numbers that whether you're expecting it or not, will have you hooked and singing along. There's a certain element of kitsch here, a retro feel in a modern world, a little cheesy but mild Cheddar, not an overpowering blue. This double vinyl offering compiled by Blow Up's own Paul Tunkin may not be to everyone's taste, but that doesn't make it any less cool in its own right.



This months reviewers are Andy, Iggy, Nik & Sarge

Some old skool scootering

Remember the old days when you made your own entertainment at scooter rallies rather than listen to yet another covers band? Well those events still exist, if you know where to look...

The Flying 8 Balls SC host a small LCGB members only rally in their native Norfolk that boasts no more than a small field near a pub. There's no music, no entertainment and little by way of amenities, just a group of friends and enthusiasts, old and new, talking scooters, future touring routes, the price of crash helmets and occasionally getting anorakky on scooter parts.

Okay so the pub has a jukebox, but it's a small venue and the locals know what they like (and to be fair some scooterists seem to like singing along to Queen and Dolly Parton as well). And during the day, in between lounging around, there was the chance to ride the gymkhana course on a scooter prepared by Lambretta Rehab. Here things did get slightly competitive, but with no prizes the emphasis was on fun.

Later on that evening the Indecipherables got Eden to stand next the dartboard and getting ever closer themselves, repeatedly threw said darts at board until they'd completely forgotten they'd spent a return taxi fare to another pub to watch Aston Villa get thrashed 4-0 by Londoners in the cup final.

After this Ian hosted a good old-fashioned pub quiz, Lambrettas being the main topic of the questions, followed by much banter and exchange in the pub while the winning team feasted on their homemade scotch eggs.

And then on Sunday morning we dispersed and rode home, back to the four corners of our green and pleasant land, dodging rain along the way.

It wasn't big – to be honest it couldn't cope with being much bigger – but it was clever, and a welcome break from the norm while still managing to ride through some wonderful scenery on your scooter over a weekend.

Andy



Tested Spada Hartbury Ladies Wax Jacket.

I've found Spada clothing to be generously cut and my usual size provides plenty of space for layering. This Hartbury wax cotton jacket is beautifully cut specifically for ladies with brass zipper, poppers and belt buckle giving a heritage style. It is kitted out in CE approved armour for back, shoulders and elbows for protection as well as good looks. I really like the blue tartan lining, but it's also got an extra thermal liner and a soft fur feel collar for serious comfort.



The only criticism I have is the front pockets are a bit on the small size and this seems to be a bit of a theme for Spada jackets. The Hartbury has a real quality feel with useful detailing like the different colour tabs for fitting the thermal liner – proper thought out design.

I've used this jacket for a couple of local (within 100 miles) rallies as it's not specified as being waterproof. From distant memories of my old battered wax cotton Belstaff I'd guess it's unlikely to be as waterproof as the more technical jackets I usually wear, but I will give it a try in the next wet weather ride.

Most recently it seemed ideal to wear for a retro ride at Crystal Palace for their classic motor sports day and I think it suited the event perfectly. Recommended retail is £149.95 for a jacket which is likely to improve with age, and as an added bonus, if you register your product online you get an extra 12 months warranty on top of the year you get a standard – bargain!

www.spadaclothing.co.uk

Ann

Laser Ratchet Tap

Now here's nifty little tool I've been using of late: a ratchet tap from Laser.

Proving that sometimes it's the simple things that count, this makes operating a tap for various reasons right easy, especially with one hand.

From the basics, like cleaning out a Lambretta fork link bump stop thread in this photo, to the more serious business of tapping a new thread, this is a lot easier to use because you can keep the tap true and move the ratchet back for another turn, rather than be spinning a T-piece all the way round.

If this appeals to you then Laser offers two 90mm ratchets for 3-6mm and 6-12mm taps, and 250mm



ratchets for the same. The RRP begins at £27.68 plus VAT but as Laser says, check your local Laser Tools supplier for the best prices and special offers. www.lasertools.co.uk



Not quite at the limit;
the Quadro can lean to 45°.

The Quadro4

We know this machine sports as many wheels as a family car – and potentially costs as much – but the Quadro4 heralds a new chapter in the history book of motor-scooters.

The Quadro4 uses much of the same technology as the QuadroS that we tested earlier this year, but it's certainly different enough to be reviewed on the pages of *Scooter* magazine. Let's get the obvious stuff out there first, yes this really is a tilting four wheeled twist and go scooter. It's the first of its kind to come to market.

The engine is a 346cc lump with a chain drive leading to a differential and has twin belt driven rear wheels. Quadro uses a patented Dual Hydraulic Tilting System on its scooters, it means unlike most three wheeled scooters the body doesn't need to be locked when you come to a halt.

With the hydraulics taking the strain you can keep your feet off the floor and balance at junctions instead of putting your feet down, although it takes a bit of trust on the

rider's part until you get used to it because your mind thinks you're just going to fall over; but unless you're on a camber or are leaning slightly you won't.

In control

If you're used to an auto the Quadro will feel familiar when you sit on it for the first time. The controls are all the same as on any twist and go scooter but there's also a red lever behind the legshields; that's the tilt lock.

The Quadro can't be ridden with it locked, although you can still wheel it around which is handy for parking. Talking of parking, there's also a handbrake near your right thigh. You can't release that without twisting the ignition key at the same time – that's an added security measure, it means it can't just be rolled away, or down the nearest hill.

Positive countersteering

Riding the Quadro4 takes a bit of familiarisation, unlike a Piaggio MP3 you certainly can't just jump on and feel instantly at home. That's because you need to adapt your riding technique to get the most from this machine.

Four wheels certainly make it feel more stable at slower speeds and while filtering – the Quadro is easily narrow enough to get through the traffic – but your first few corners will be interesting. Trying to ride it like a two or three wheeled scooter doesn't quite work; you lean into a corner and find yourself running wide. Try a bit more lean angle and you'll still run wide.

I found that countersteering is the answer. We all do it naturally or we wouldn't ever get a scooter around a corner, but positive countersteering takes things to the next level. It's an advanced riding technique



Above: Note the front wheels are turned away from the corner to countersteer. **Above right:** The handbrake is placed deliberately in the way and is highly visible. **Right:** The exhaust exits stylishly between the back wheels, both of which are driven by belts.



TECH SPEC

Engine: 346cc, single cylinder, liquid-cooled, four-stroke, four-valve
Power: 30bhp @ 7500rpm
Torque: 24.5nm @ 5000rpm
Frame: Steel tube
Front suspension: HTS, pneumatic tilting suspension
Rear suspension: Twin adjustable dampers
Brakes: Four 240mm discs with combined braking system
Wheels: 110/80-14in
Dimensions: Length 2180mm, height 1340mm
Seat height: 770mm
Dry weight: 257kg
Colours: Swiss Red, Titanium Grey, Snow White, Raw Black
Tank capacity: 15 litres
Price: £8800 (TBC)
www.quadrovehicles.com

where you physically push the handlebar away from a turn.

If you're doing a left-hander you'll push the left handlebar to the right and vice versa. In effect it makes your machine turn in much quicker. Riding the Quadro4 like that makes an unbelievable difference and things suddenly click into place. Roundabouts suddenly become playgrounds and twisty roads your hunting ground.

Over the course of a week I found myself enjoying every ride more and more, it's the kind of machine that needs more than a quick spin to appreciate its capabilities, it can outride most riders so don't be afraid of it.

Engine

One thing I did find lacking was the mid range power, the engine produces 30bhp (3bhp more than the Quadro3) but it carries 57kg of extra weight. That slows things down a bit, although you'll still see a true GPS 84mph (or 86 on the clock) and it'll keep up with Vespa GTs with no problems, although they'll out accelerate you.

Other than that and the price (and possibly that the underseat storage isn't huge, but a colour coded 48 litre top box is an optional accessory), the Quadro4 is a fantastic machine. It won't be to everybody's taste, or budget, but might just entice a few MP3 riders away from three wheels. It looks great, is fun to ride and can be very entertaining once you've mastered it.

Can I ride one?

Like the latest MP3/Metropolis etc. the Quadro4 is classed as a tricycle so can be ridden on a full bike licence, or car licence if you passed your test before January 2013.

Iggy
 (extra photos by Andy)



Filtering is a doddle.

SECOND OPINION

I've ridden hundreds of scooters over the years, from concept vehicles to vintage prototypes, pre-production models, two and three wheelers (five if you include a sidecar and trailer!), but the Quadro is the first scooter I've climbed aboard, twisted the throttle and within a few hundred yards at the first corner, said to myself, "Arrghhh!"

Even riding a Piaggio MP6 pre-production Vespa from 1946 in the pouring rain didn't make me feel this cagey. Nor a Ducati superbike in Las Vegas.

As Iggy says, you need to readjust your riding style completely for the Quadro4, possibly to a whole new way beyond that of driving a car, or a regular two or three wheeler, which means I'm not convinced that this is what is needed to tempt novices out of cars or from public transport.

Granted, as I've witnessed first hand with the Piaggio MP3, three wheels on the road can be safer for the rider than just two. Four therefore should offer even more grip on the road. But while after an hour or so with the Quadro4 it undoubtedly became less stressful and more fun, the amount of effort required to lean it in was obvious when I jumped straight on to a Suzuki Burgman 650 and found myself pushing that almost into the ground at roundabouts.

I nearly signed off by saying maybe I needed more time to get used to riding the Quadro4, but in 30 years of scooter riding I don't think I've ever 'needed' more time to feel more at ease on any scooter, from 49cc to 850cc. I rode away still to be convinced that this is exactly what the market needs.

Andy

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Trigger Happy

A voice from the Young Guns SC

Revision? I'd forgotten the meaning of the word, never mind what was involved!

Exams and schools were something I thought was consigned to the history books as far as I was concerned, however taking up chemistry this year has thrown me straight back in at the deep end. By the way, I might have been studying chemistry, but don't expect and influx of methamphetamines on rallies. This isn't the beginning of a new television drama!

Vintage vinyl

Anyway, I've just finished my fourth and final exam today and it's got me thinking about my school days and in particular being the only person interested in scooters.

As I've mentioned in previous columns, many, if not most of the Young Guns have had an interest in scooters from a very young age.

You could say it's a hereditary disorder passed down the generations. Unfortunately though, it can leave you standing out like a sore thumb at school these days.

I've read many a story about gangs of pre-teen Mods playing Quadrophenia on the classroom record player in days gone by. However, in the 21st century it can be a fairly lonely pursuit!

Classroom peers

Kids? They never like anything or anyone that's different... So turning up at school in your Ben Sherman, desert boots, Docs, combats or parka can leave you wide open to abuse and stick. With hindsight, the piss taking that I received was nothing. However, when you're young and impressionable it can leave you feeling rather alone! I think most other Young Guns' experiences reflect mine, confirmed when talking with Iain about his own feelings on school;

"For me, when I started off at high school I would class myself as a 'Mod'. I loved The Jam and The Who. However, my 'mates' would try to use it as an insult, which was rather funny because most of them wouldn't

"I loved The Jam and The Who. However, my 'mates' would try use it as an insult, which was rather funny because most of them wouldn't be able to tell me what a Mod was!"

be able to tell me what a Mod was! Most of the time, I was constantly getting comments about scooters being 'gay' and only do '20mph'. Now I don't really give a f**k. I love my scooter and use it every day when they have to go on the shite public transport buses!"

Reggae ready

Unfortunately, sometimes the lack of understanding or knowledge about our subcultures can take a more sinister turn. Lizzie, a skinhead from Girvan was sharing her own memories. "Well, I pretty much spent about two years in high school being called a nazi all the time! Unfortunately, it gradually got more aggressive and I was getting a lot of shit for having a feather cut.

"Then, my school told me that my Docs were a weapon and I wasn't to wear them any more, but I did anyway. Everyone hated my reggae and Trojan, but ironically they all loved Bob Marley..."

Unfortunately, she's not the only one of us to suffer these kind of prejudices. Josh O'Farrel had a similar experiences. "I just remember being sent home for school for wearing 10 hole red Docs and a Harrington

to school – apparently it's racist!" To be fair, it'd be silly to say we all had it terrible.

Ben – one of the lucky ones – explained about his own school days. "It was pretty chilled, apart from explaining what scooter rallies are; 'I like to go to a muddy field on a poorly designed scooter, put my tent up, drink a lot of alcohol, dance to old people music and then ride home severely hungover but with a patch so it's all worth it'..."

Laughing longest

To fair we're the ones who've had the last laugh, as we're out there seeing the country meeting new faces all the time. Unlike many of our school companions, who seem to be afraid of crossing the parish border!

Not only that, ironically many of our schoolyard critics are now unwittingly dressing like us. Let's face it, these days Docs are nothing more than a fashion accessory sold from boutique city-centre shops, with every high street store flogging their own range of bomber jackets. However, that's a debate for another time...

Jordan

WHO ARE THE YOUNG GUNS

The Young Guns Scooter Club is an organisation for under 25s that formed a couple of years ago in a very modern way – online – when three young riders started their own internet forum. Since then the ranks have swelled, with over 300 members from across the UK and beyond, with a cross-section of scooting types that reflects the

variety of styles on the scene. For more info or to find someone to either ride to a rally with or meet up with once there visit <http://youngguns.team-talk.net> or search for the Young Guns on Facebook.



Scooter Accident Essentials

Advertisement

THE SEVEN THINGS YOU MUST KNOW ABOUT SCOOTER ACCIDENTS...

The rules on making an injury claim changed on 1st April 2013 but there are still insurers and claims companies ripping off innocent accident victims. As a scooter accident solicitor for 25 years here is my essential scooter accident survival guide you cannot live without should the worst happen.

1

Do not ring your insurer....first!

Insurers only owe a duty to their shareholders to make profit. They know all about accident claims and will spot any opportunity to make money out of your case and this may be against your interests. Get even by calling an expert accident lawyer first for advice.

2

Never ring a claims company!

Claims companies only make money by either illegally selling your details to a solicitor or by taking money from your case. They cannot take your case to court as only a solicitor or legal practice can do that. If you call a claims company you are just giving away your money from your case for nothing.

3

No win no fee is good for you

Despite the press saying differently no win no fee means you will not face a legal bill if you lose and if you win you will only have to contribute up to 25% of your winnings towards your costs. This is a great system as your lawyer and not you is taking all the financial risk.

4

Do not feel bad about claiming

Insurance companies skillfully put out stories of fraudulent cases to make everyone feel bad about claiming. They do this to reduce the amount of claims and make more money for their shareholders. Don't be duped. If you have been injured it is your right to be compensated.

5

Pick your own solicitor.

Insurers insist upon you using their "panel" of solicitors. Why? Well most have a financial arrangement with them and chose them not because they are good but because they pay. They cannot insist on you using them so don't let it happen. Get your own lawyer who only has a duty to you not shareholders.

6

Think it's your fault...think again.

I have lost count of scooterists who have not claimed because they assume the accident was their fault as they were filtering, overtaking or riding in a group. Always check it out by getting advice from an expert. A call to me costs nothing and I am happy to talk it through even if it is just to put your mind at rest. Call me before giving up.

7

The three year rule.

When injured you must normally issue court proceedings within 3 years from the date of your accident or before your 21st Birthday if you had the accident when under 18. There are limited ways around this but it is always best to act quickly especially because if the police attended their vital report will be destroyed after 12 months. **Act now!**

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Vespas in 'Nam

While travelling in Vietnam recently, in search of some European food, we called at an Italian restaurant in the centre of Hanoi called Casa Italia (53 Ly Thai To, Hoan Kiem, Hanoi). To my surprise it was also a homage to the Vespa Scooter!

Adorning the walls were old scooter photographs, including from Nottingham (where I live). In the middle of the room, on a stand, was the new model Vespa Scooter. While Lambretta owners, we truly appreciated the design lines. Attached are photos taken of the walls of the restaurant!

Steven & Marion Daw



Brilliant May

I just wanted to let you know that I think the current issue is brilliant (May 2015, #348).

It has what I call a perfect blend of scooters, technical stuff, reports look better with bigger pictures and more pictures too.

Well done to all at *Scootering* and do keep up this level of quality!

Thank you
Adrian Musto

What makes a WA?

I'd like to thank WA of Lancaster (I will leave others to speculate on what these initials are short for) for their Mailbox contribution in the June 2015 edition of *Scootering*. Things had become a bit dull of late and needed a good old stir. Wooden Spoon Trophy duly awarded. Here is the reply you were of course expecting. What fun!

A couple of years back, I was unloading my kit from my honourable Vespa GTS at Kelso when a sneering young Scot scolded me for coming on an auto... he proudly pointed to his Vega and declared he had ridden from Edinburgh, about 20-30 miles away. He was drunk and didn't bother to find out that I had come up from Brighton just nine hours ago, straight from work. What an ignorant WA****!

Several months later I was at a charity event (mate) on my first love, a classic Vespa, when an equally agitated chap sporting a Power Ranger outfit began taunting me and enjoining me to "Burn some rubber!" This time I had a witty reply ready and said: "I wouldn't waste the rubber on you mate... shame your parents spared the rubber too, would have done us all a favour!"

Being a bit dull, this went over his head but grasping that some kind of offence was meant he began spitting words of hatred for all things scooter. Riding off, shaking my head I reflected that he may have been one of the bikers who had given me the nod last week when I was loaned a sports bike for the day by the bike shop who were servicing my beloved Triumph Bonneville. What an ignorant WA****!

Your narrow observations read like this typical bigotry. The biker who has never ridden a scooter. You know... the sort that say... "Death trap... can't lean 'em!" and you ask them have you ever ridden one and they say "Nah! Wouldn't catch me dead on one... death trap innit!"

Your erroneous claim that a "proper" scooter is a geared two-stroke is like a child's world view. ill-informed and lacking breadth. Perhaps you are not old enough to know better. You didn't give your chronological age but your low mental age is self-evident.

For an education, may I suggest you check out the fantastic website Scootermaniac.org where many characterful four-stroke and automatic machines can be found that actually predate the two marques you most favour. It may just broaden your mind.

Being a two wheeled tri-sexual is to be truly enlightened and being old enough to know better I, like many other mature people you disparagingly referred to, love the freedom this brings... to ride what you like because you like it and for the job each machine does for you. With age comes a sense of one's mortality too and with that a sense of needing more safety.

Hence the armoured jackets and trousers, tubeless rims on my classic and reliance on the GTS for fast, safer motorway work. Gone are the days of jockeying a Rally 200 with perished tyres at top whack in naught but a white Fred Perry and Sta-Press trousers!

So, you ignorant WA****, you ride what you like... I will ride what I like and everyone else should ride what they like, piss taking notwithstanding. I might go to the loW this

year on my GTS or indeed on my classic and I will love it either way because I love to ride. It is a 'scooter' event, open to all from ABC to Zundapp and everything in between, despite your flawed, self-styled universal judgement on what a "proper" scooter is.

May I suggest you check the Club Do's and Events listings and stick to VVC/VCGB and LCGB only events. All that hate must be a burden to you. Think of your blood pressure. Stay cool won't you!

Tim Brooks,
Brighton... well, Hove... actually!

[Unsurprisingly, we received loads of responses to WA's letter last month, and apologise to those we didn't have the space to print. They all followed a similar theme of autos aren't new, neither are four-strokes, blinkered views of scootering, new blood, etc. etc. - Andy]

Digging the New Breed

In response to WA of Lancaster's letter.

I believed such narrow minded and immature opinions had long been left behind in the 80s but obviously not. Have I not read time and again in this very magazine of the need to attract new blood into the scene? Yet that new blood is here and thriving on the roads today.

No longer tied to the Lambretta/Vespa insignia, no longer perturbed by the extortionate cost of a classic scooter. Through availability and affordability of today's automatic scooters, many more feel the exhilaration, freedom and camaraderie of our small wheeled steeds regardless of its name badge.

I myself ride a Sinnis Eagle, not the best built scooter but with daily checks and regular maintenance she runs sweetly and more important reliably. I, like many other automatic riders am proud to call myself a scooterist. Surely to embrace and welcome these modern day riders could only prove beneficial to the scene. As a great man once said, "Dig the new breed."

Yours respectfully,
Lance, Cornwall Scooterist

Modern v four-wheels?

In response to WA's letter in the June issue of *Scootering*. WA's attitude is typical of many people today within the scooter scene who dictate to us what we should or shouldn't ride to a scooter rally or what clothes we should wear or music to dance to etc. etc.

SCOOTERING ON TOUR

Here is a picture of me enjoying the June edition of *Scooter* magazine in a sunny 35°C in Pefkos, Rhodes!

Neil Kent, Skegby SC



Many people like him are the reason I don't attend scooter rallies any more. Instead I have joined the Vespa Club of Britain where vintage or modern Vespas are welcome.

Surely a scooter rally means 'scooters', whether they are two-stroke, four-stroke, geared, automatic, new or old. I'd rather see someone go to a rally on a modern scooter than in a car or van. Seems to me the scooter scene should move with the times and not be stuck in 1985.

By the way, I don't ride an automatic I have a PX and a Cosa but there again WA would probably tell me the Cosa is not a Proper scooter and is a pig ugly thing that Piaggio should have never made and not welcome on rallies as so many people do.

AM from Coventry

United Scooter Nations

In response to WA from Lancaster's 'What makes a scooter a scooter', I feel that the author is missing the point of scootering in general. When I joined a scooter club, I joined to meet like-minded scooterists who are from all walks of life.

It doesn't matter to me what they ride, so long as they ride. I have owned automatic Vespas, manual geared Vespas, Japanese/Chinese and Italian automatic scooters – each of which, I took to the scooter club on outings. Of course, however once there, I do meet people such as the author who feel that only 'certain' scooters deserve to be allowed.

I didn't join a classic Lambretta and Vespa club. Nor did I join a Mod or skinhead revivalist club. I am merely a scooterist. One who enjoys taking in the surroundings while on two-wheels instead of whizzing past it. I think the heart of the issue raised by the author is as more and more people ride modern Vespas (e.g. automatics), Scomadis, Modenas, etc. and join these clubs, the more people such as WA are threatened.

But I have a message for him. There will always be a special place for classic restored manual scooters at these shows, no matter how many automatics turn up. It will generally be the classics which get pictured and adored.

If you turn into a scooter snob (or as I like to call them – scooter hater – because they don't ride what you class as a 'proper scooter'), then expect people like me, to turn away from scootering and buy a motorbike (which I did until I regained my senses and bought another scooter again). I will not conform to what you see as a 'proper' scooter, as riding around on 10in tubed tyres, snapping clutch cables or having my two-stroke engine freeze-up on me isn't my idea of fun at my age any more.

Today's modern automatic scooters offer the scooterist things which you cannot find in many classics – smooth power, reliability, new technology, comfort and the ability of actually using your scooter daily instead of worrying about it being stolen due to lack of modern security such as alarms or immobilizers.

If you can marry the two – a scooter with character and all the benefits of a modern scooter (like what LML did with its four-stroke/automatic and what Scomadi is doing) then you have the best of both worlds – and I wish these companies success. Even if you don't care for them, at least you can agree that plagiarism is the highest form of flattery. Also bear in mind, today's Neco Abruzzi owner may be tomorrow's Vespa GS restorer.

If you are really into preserving classics or 'proper' scooters (as you call them), perhaps you should concern yourself with those who will cut-up/modify a classic Lambretta or Vespa to put a water-cooled

bike engine or those who 'cut-a-classic-down' to turn them into low-riders, etc.

Maybe the Scomadi owner you loathe would've cut up a classic Lambretta and put an auto engine in its place had he not purchased the Scomadi (designed in your Lancaster I might add). Soon there may not be that many classics to restore for our children's generation.

The overseas sources for donor classic scooters are drying up. Maybe that is worth ranting over instead. Be a scooter lover, and not a scooter hater WA. Let's help foster a new generation of open-minded scooterist.

ME from Reading

Angry from London

I feel I have to write in response to WA's letter in the June issue of *Scooter*. My advice to WA would be to put up or shut up. Automatic Vespas are a part of the scooter scene now whether you like it or not. The trouble with the scooter scene today is there are so many people stuck in the 1980s – get a life and move on.

And if you're wondering, no I don't ride an automatic, I have a Vespa PX. I have friends who have automatics and I see many on rallies and don't have a problem with it.

Mr Angry in London

PERSONALS

Interceptor SC, Stourbridge, West Midlands. We meet every Thursday at Oldswinford Cross 7.30pm contact Chris 07753 292668 or Nocker 07762 956802.

The Huddersfield Survivors formed back in 1981 and thanks to the enthusiasm of young Adam Pollard it is now being relaunched. meet at The Star, Upper Cumberworth, Shelly on a Sunday lunch. Contact Adam 07772 610284 or Martin 07871 398358.

Telford Saints SC meet at The Rose & Crown, Titchley every 2nd Thursday. Contact Mark 07578 809744 or www.telfordsaintsscooterclub.co.uk

Revival of the 'GY 65 Club', of which I was one of the original members; late '64 to late '67. If there are any of the other GY 65 boys out there do get in touch! Email: lucky@macuk.f9.co.uk

Northumberland SC Welcomes new members. Monthly meets at Netherton Social Club, NE22 6DP 07947 778559.

Found: calling all Hartlepool Monkey Hangers Scooter Club, found one of your club polo shirts at Kelso. Call Craig on 07868 050620. Driffield Midnight Runner.

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Insane Kroozer

(aka Morris)

This may not be the first Vespa GTS powered Lambretta to hit the road, but by a long shot it's the most impressive. It's also probably the biggest, boldest and trickiest Lambretta we've seen in a while.

Insane Kroozer is a labour of love created for a demanding client by his slightly mad friend. It'll be no surprise to regular readers when you hear it was built by our 'In the Shed' contributor and Insane Innovations hobby builder, Ferdy. A man responsible for unleashing many crazy one-off scooters on to our roads; remember the 700cc Raptor Lambretta? Rod model Vespa Auto? Upside down No Remorse Lammy chop? The list could go on and on.

When it comes to design and styling, one-off fabrication and thinking in what to us 'ordinary' folk can only be described as random equations, Ferdy is the man.

Largely Insane

The scooter belongs to 'Big' Kev, a larger than life character who can look ridiculous on a scooter. An ordinary sized Lambretta is like a suppository, so he prefers a wide-assed Vespa Rally, or chunky GTS. His knees actually touch the bars on a standard Lammy so the idea to supersize an already fat Series 2 was probably a good call. He also wanted some speed and reliability so the scooter could be used for longer distances in relative comfort, so a Vespa GTV 250 was butchered to provide an engine, instruments and switchgear.







Ferdy doesn't take easy options or do things by halves; if somebody wants a bespoke scooter building (you have to be close friends to even be considered) and Ferdy likes the idea, he'll put his heart and soul into it.

There are no half measures and until he's perfected it the owner will just have to sit and wait. Patience isn't a trait Big Kev is known for (especially when he's waiting for the Chinese takeaway to open on a rally) but four years down the line, Insane Kroozer was finally finished and ready for the season opener at Scarborough.

The Shed

I was lucky enough to see the project at various stages during the build and watching Ferdy in his natural habitat is always an interesting experience. Nothing is done the 'it'll do' way. Instead everything is thought out during sleepless nights, then trial and error is used until the detail is perfected.

Ferdy doesn't like to shout about his obvious fabrication skills, or his amazing back catalogue of one-off projects, many of which have graced these pages. He doesn't need to tell you about some of the detailing on Insane Kroozer like the one-piece pivoting rear end, twin tanks, exquisitely built exhaust, alloy footplates (complete with knuckle duster detailing) and a whole load of handcrafted exotica, most of which you won't even notice.

"Patience isn't a trait Big Kev is known for (especially when he's waiting for the Chinese takeaway to open on a rally), but four years down the line Insane Kroozer was finally finished"

SCOOTER DETAILS

Name of scooter: Insane Kroozer (also known as Morris).

Model: 1961 Series 2 Li Lambretta.

Inspiration for project: Something built for me that would look inspirational and attract the attention of those that appreciate the engineering that has gone into creating this machine.

Time to build and by who: We have been at it for such a long time and this machine owes so much to its creator, Ferdy from Insane Innovations.

Frame modifications: See Ferdy's piece – each individual part of Morris is a work of art.

Engine: Vespa GTV 250, Polini variator, Malossi Kevlar belt, one-off exhaust, MP3 nine spoke wheels.

Other unique details: It's Insane!

Speed: I cruise at around 60mph and it reaches its rev limiter at around 80mph.

Paintwork: Lee Edmonds, Edmonds Refinishing.

Chrome: Handlebars by Nyphos in Crewe.

Overall cost: Around £9000.

Favourite dealer: There are a few but Chiggy @ Lambretta Upgrades has been a great help, MSC and some that Ferdy may have used.

Thanks: Tracey, Ferdy's wife, who has been so patient while we have been building the Kroozer – especially when she walked in to find Ferdy pressure testing the petrol tanks in her newly fitted bath! My wifey George for letting me fulfil my wishes and spend our hard earned cash. One-off leather tooled seat by Gruf. To everyone else that has been involved with the build, and daughter Pebbles for modelling.



OWNER DETAILS

Owner: Kevin Bradbury

Scooter club: Macclesfield Kroozers Elite SC

Other club: Reservoir Gods SC

First scooter: I got my first scooter at the age of 15, J-range Lambretta, and never been without one since – I'm 48 this year.

Favourite model: Vespa Rally 200.

Favourite style of custom scooter: Something that gets people talking. Either extravagant engineering or a good standard restored scooter.

First rally: Colwyn Bay 1985 on the back of my PX 125, slept rough on the campsite and got cramp on the way home but loved every minute of it.

Favourite rally: Isle of Wight, especially last year when everything was back on site, genuine scooterists, all on the same site, all like-minded and enjoying themselves, great atmosphere.

How could the scooter scene improve: Fewer events on, especially when there's a national rally on. These are the backbone of our scene and should be supported in preference to any other event.

Funniest experience with a scooter: About 20 of us from the club getting stopped by the police on the way home from Ryhl in the 80s. Gareth Brown was with us, half of us were two up not licensed or insured, he produced a card stating he was a journalist and they let us all go without even a producer, brilliant.

What do you like about rallies/events today:

Meeting up with friends and colleagues from all over the country who all want the same thing – to have a good time and enjoy what we do.

What do you dislike about rallies/events today:

Outside promoters that try to sell themselves as being genuine scooterists when all they want is your money.

Who first inspired you in the scooter scene: A dear friend from back in the day that's still around today, Fordy from Macclesfield, who needs to stop doing Sunday ride outs with the other Kroozers and get some miles under his belt! Neil Jones is also a larger than life hero.

Most useless part ever bought for one of your scooters: Anything and everything that is off fleabay.

BUILDING WITH FERDY

The finished images speak for themselves but getting to this stage is no easy feat, we let Ferdy guide us through some of his ramblings on how to create a work of mobile Italian-Anglo art – the Insane Innovations way...



Fatter and longer

The scooter was built 'made to measure' for Kev, he can't even turn the bars on a standard Lambretta. I lengthened the frame under the legshields, we also added 80mm to the length of the rear loop and 50mm to the width. The legshields also have 50mm added each side and to their height. All that work was just to make it fit the rider and keep things to scale.

Forks

We used the original Vespa GTV forks. Strangely they fit into the Lammy steering neck and I could leave the bottom bearing in. I just had to change the top bearing and cut out the internal lockstop then add an external lockstop.

The low down

I wanted the scooter to sit as low as possible but there were a few obstacles in my way, the twin shocks and large airbox being the main culprits. I made an airbox and copied the original inlet and outlet, then gave it as much foam and surface area as possible. It works perfectly.



Making the GTV work as a mono shock was much harder though. The linkage you see on the scooter is actually my third attempt and spring strength was a big issue. You can double the normal spring strength when you lay a shock down, use that as a starting point, depending on the weight of the rider.

This set-up isn't ideal for two riders because it's hard to get a strong enough spring and it would become coil bound when setting preload. I could go on but basically everything has been altered to make it fit, look good and work.



A hell of a lot of trial and error has gone into the whole project, nothing was easy or straightforward. Obviously it's very time consuming but also very rewarding and I love solving problems in my garden shed.

Ferdy

INSANE KROOZER RECIPE

Ingredients: Take 1 Lambretta Series Two frame, 2 odd side panels, 2 rough rear runners, 1 set of 'evil' legshields (well butchered), 1 Vespa GTV 250 (slaughtered).
Preparation: Using an Evil Alchemist, mix liberally.
Cooking: Slowly roast over acetalene torch for four years.
Seasoning: A sprinkle of metalflake.
Topping: Add a giant and stir furiously!



BIG KEV SAYS...

Obviously it took a long time to get the scooter finished and other similarly engineered scoots beat us, like Lobby's, which was another 'private-build' project. But the reasons were that right from the beginning, having looked at the Scomadi scoots, we both agreed that the ride from floor to running boards had to be the same as a normal Series 1 or 2, to look right. Most Lammy autos are stuck right up in the air.

We also heard quite a few stories of issues with the ECU engine management going wrong if you messed about with the standard airbox. We realised it had to have the same cubic capacity as the big plastic GTS one, but it also had to fit under the panel, so Ferdy fabricated a complete new air box to the same capacity.

This is a work of art, as is the exhaust, also hand built by Ferdy in stainless steel. The tanks were off a Harley Fat Boy, with the fuel pump hidden behind the left hand side tank. The way the tanks are mounted is another interesting part as they hook on and are removable when needed.

The front mudguard moves up and down the fork leg with the suspension and the rear body lift has a damper system that allows the body to lift slowly with a flick of a switch. It's made from a petrol tap lever.

The scooter rides well, although we've swapped the front shocks to improve damping since having the photos taken.



Above: The exhaust alone should be considered a piece of art.

Above right: Then again, the horizontally mounted shock is the work of a genius too!

We've not even had space to tell you about the small task of mating the engine to the frame, plumbing it in and sorting the cooling. It's safe to say that Ferdy's pushed the boat out yet again and built a unique, stunning and highly original scooter. A work of art to be proud of and one that would impress even the top custom bike builders around the world.

The scooter has already captured plenty of attention and won trophies during outing to Scarborough and Leek, but we reckon it will be interesting to see how it fares if Kev and Ferdy were to enter it into a motorcycle custom show. Our money is on it putting a few noses out of joint!

Words: Iggy

Photography: Alex Wright



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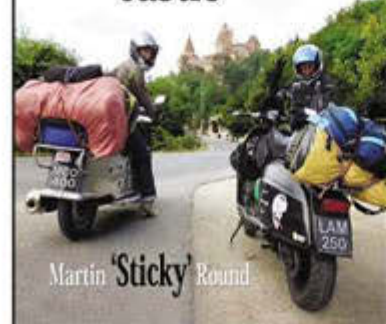
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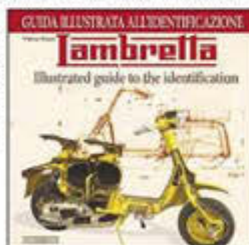
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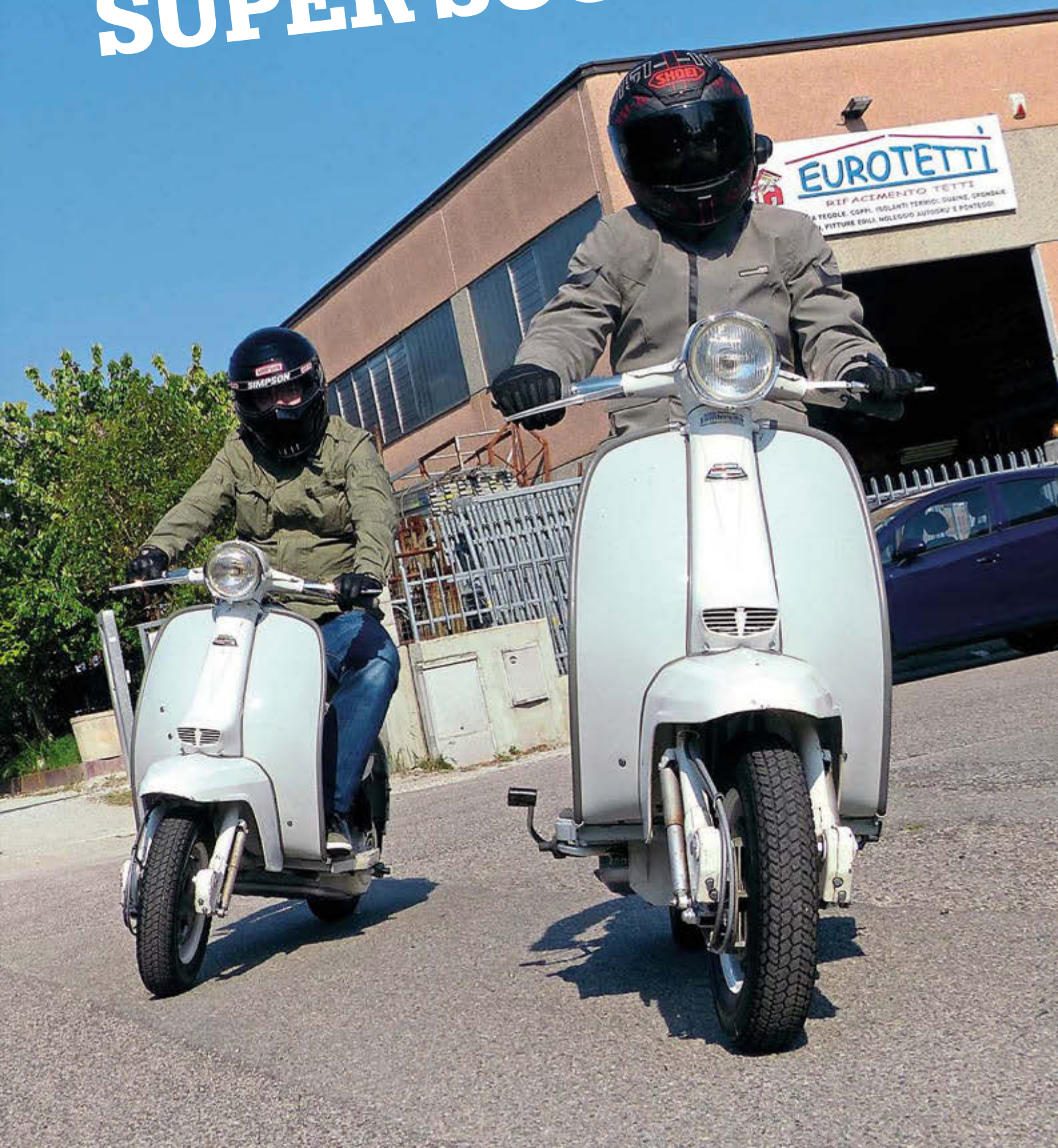
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The LAMBRETTA PROTOTYPE TWINS

part 2

The wonderful burbling tone of a twin-cylinder two-stroke scooter is considered music to the ears of many, myself and members of the Moto Rumi club included. But two twin-cylinder Lambrettas, side by side, the distinct sound of a twin emitting from both tailpipes... when was the last time this beautiful sound was heard?

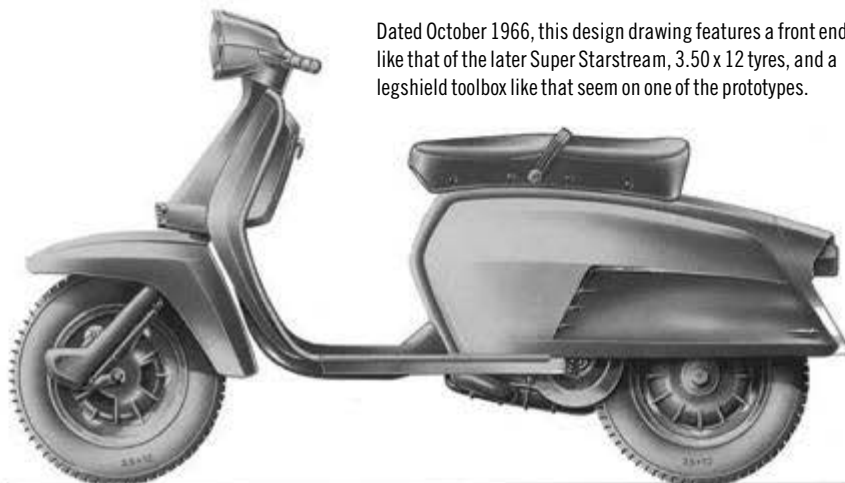
What are they?

When it comes to rare scooters in the world today, a factory prototype has to feature near the top of any list. These two twin-cylinder Lambrettas are just that, factory prototypes, they're each unique, and as far as we know, *Scooter* is the first magazine in the world to feature the two known survivors of Experiment 137 side by side.

As a rule, prototype scooters aren't offered to public or press for testing. Pre-production models sometimes see street action, but they are often in pretty much their near final state bar a few rough edges. It is rare therefore for anyone beyond the company boss and their R&D staff to see or test the progressive development of a scooter, especially one that was shelved and never saw the light of day.

What experiment?

For part one of this story you should have read Sticky's article in last month's *Scooter*, where he took an exclusive look inside the engines of these rare scooters, each slightly different from each other, and both certainly advanced from the regular Series 3 motors we're used to seeing today.



Dated October 1966, this design drawing features a front end like that of the later Super Starstream, 3.50 x 12 tyres, and a legshield toolbox like that seen on one of the prototypes.

In the mid-1960s Innocenti decided to investigate the potential of a twin-cylinder Lambretta, and as any company does in such a situation, its in-house R&D department was set the task of developing such a machine.

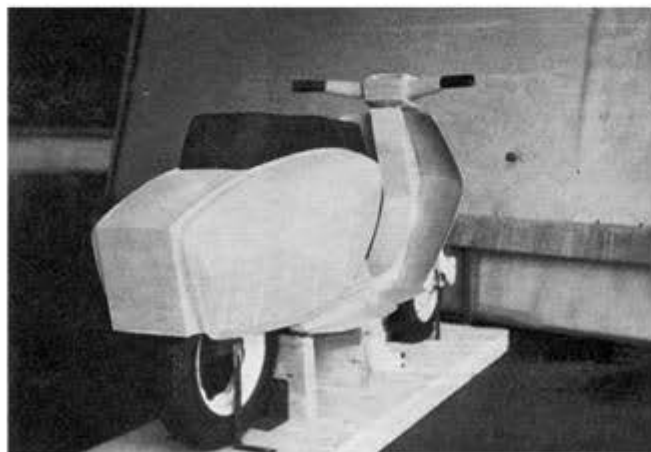
It was code named Experiment 137 and, despite a number of interviews we've conducted here at *Scooter* over the years with various people who worked at

Innocenti's Centro Studi, we've yet to establish whether this was connected with the forthcoming dl/GP range of models.

As such we can only speculate as to the exact future of these Super Scooters should they have ever seen the light of day. All we do know is that it made economical sense for Innocenti to use current models in its range as guinea pigs, hence why these two look like part of the SX family.



Above & right: This wooden mock-up was designed by Bertone for the twin-cylinder scooter, hence the extra width at the rear. While a bit square in concept, you can see where the later Luna line came from.





Above left: Note that the scooter on the right is easily identifiable as the one which was built to accommodate 12in wheels, because it still has a taller centre stand fitted and therefore sits higher. **Above right:** Nothing to see here, just two regular Lambretta scooters parked up and not acting suspiciously at all...

Where have they been hiding?

The scooters themselves were unearthed by Vittorio Tessera of Casa Lambretta fame during his time rescuing Lambretta scooters, paperwork and photographs from the then derelict factory in Milan that was slowly being torn down in the 80s and 90s. Fortunately, among the boxes of literature he saved from the demolition team's bonfire were photographs and documents relating to these scooters which have helped piece a story together.

For a while Vittorio put one prototype on the road and took it to events and rallies, including the EuroLambretta Strasbourg where a few fortunate people were able to ride this rare scooter, but eventually it was no longer roadworthy and so ended up as static exhibit in his scooter museum, along with the engine of the other scooter, displayed so all could see the unique prototype motor.

Fast forward to the 21st century and the simple fact is that Vittorio prefers to ride his scooters wherever possible, hence the twins being recommissioned for the road. Rimini Lambretta Centre was entrusted with the sympathetic conservation of these scooters which was probably the first time they'd been apart and lavished with full care and attention since Experiment 137 was mothballed by Innocenti in the late 1960s.

The first one made an appearance at Bridlington custom last year, and they were both reunited on the road at RLC's recent open day where dozens of lucky scooterists were allowed to take one for a spin and experience for themselves what could have been.

What do we know?

Documents in Vittorio's possession suggest that in 1966 Innocenti designers were already working on a replacement for the SX200, which had only just been launched.

One drawing shows a scooter with 12in wheels, leading to speculation that this could have been the new Super Lambretta on the drawing board.

Period photographs taken in the Bertone design studio show wooden concepts for a potential Lambretta to house a twin cylinder engine. Interestingly, as Sticky reported last month regarding J-range and Luna parts being used inside the engine, the first drawing features a turning front mudguard later seen on the Super Starstream, while the wooden mock-ups certainly show features later seen on the Luna line. You could see the way the design teams of that period were thinking.

The story of the Lambretta twins has been reported sporadically over the years as slivers of information have become available. *Scootering* of course has been here before, Sticky riding one in the 1990s, but unfortunately, no paperwork has been unearthed that chronologically tracks the twin's history from concept to the end.



Above: As well as having to fabricate a new underside of one of the exhaust pipes, RLC also had to create a new head cowl for one of the scooters as the original had been lost some years ago. As a unique component this was hand formed and you can't tell the difference now once they're both fitted.



Above left & middle: If we presume that Innocenti recorded accurate mileage then these are the miles that these two prototypes covered. Whether that was with just these engines or others through the stages of development, we don't know. **Above right:** The cable driven rev counter is rubber mounted via a homemade bracket. A Smiths clock, it features a marker needle to record the highest rpm achieved.

However, while speculation still plays a great part of 'what could have been' regarding the Lambretta scooter, the fact that *Scootering* has been allowed unlimited access to both scooters to check out the smallest details means we know a lot more now than ever before.

Spot the difference

Both prototypes look nothing special, they bear no identifying marks, although the 12in frame does have a rear badge holder fitted. This would have been useful for road tests back in the day in the same way that car manufacturers today try to disguise new models from the prying eye of the press. I don't recall any articles from the late 60s suggesting a journalist had caught a whiff of these twin-cylinder prototypes, so it presumably worked.

As was observed at the RLC open day, even Lambretta enthusiasts can walk past what appears at first glance to be a scabby old Series 3, without noticing anything unusual about them until they were started up.

The two scooters we have here host a whole load of small differences, the biggest being that one (with the black seat) was developed to test an engine designed to accommodate a 12in wheel, while the other (red seat) only seems to

have had a 10in wheel fitted. Throughout this article therefore, these are the scooters I'm talking about when I make reference to the 12in bike and 10in bike.

So, to begin with the engine for the 12in frame is 5cm longer, which combined with the need to test 12in wheels is why that frame has an extra piece at the back where the rear number plate would go, the light above it cut to accommodate this. The rear mudguard has been cut on the rear section, and they presumably saw it rubbing on the front and there it's been formed away from what would have been a 12in wheel.

The rear floor board hangers, the boards themselves and underseat toolbox have all been modified and adapted due to the twin carburettors, different engine and repositioned battery, making the toolbox fairly useless to be honest regarding capacity. The rear suspension mount has also been moved. RLC told us that the rear shocks on both scooters here are also unique in that they are shorter than regular suspension units.

The 12in wheeled scooter has 31,545km on the clock and also a mechanical rev counter fitted. If you look closely at the routing of the cable to the engine, the hole in the floorboard has been beautifully finished rather than boded.

Of course with no known history of these scooters the speculation game is in full swing. Was there no toolbox door for a reason or was it taken off at a later stage? There are no panels fitted, and it's likely there never were. But were the various petrol tap positions visible under the tanks evidence of earlier experimentation, continued development, or cost cutting by reusing old tanks for as long as possible?

After reading about the engines last month, once fitted you can see how the differences in them affects the frames. The bump stop is at a different angle on the 12in version with a new lug welded on to the frame to match it, while the other uses the standard one.

The 12in frame by the way is a SX150 frame that's been modified (the number dates it to approximately mid-1967), while the 10in frame is a new pressing with just the Innocenti symbol on it.

Interestingly, the toolbox on the 12in is aluminium, not steel. Both scooters have air scoops that have been opened out by Innocenti, like a GP one with no internal baffle. Finally, the front hub is identical to the 10in version one with the sole exception that there is a plastic plate on the outside (with an 'i' embossed) as opposed to aluminium plate covering the actuator arm on the other.



Above: They look quite normal, until you spot the air-filter hoses are the wrong side, parts that are unique to this scooter. The 10in wheeled scooter has a splash plate on its stand and a legshield toolbox as the underseat space was intended for a two-stroke oil tank, the 12in has the taller stand and an extra frame section at the rear.



Top left: The 10in wheeled frame with coil bolts to the rear. ... **Top middle:** ... But the 12in frame has a special bracket for the coil. **Top right:** A legshield toolbox fitted due to no space under the seat on the 10in wheeled version. **Above left & middle:** On the 10in version there's a spy hole in the frame where the toolbox door would usually be, we think as a sight for the oil level on an autolube version. The conclusion drawn here is that there could have been a plastic oil tank clipped into the area where we're used to seeing a toolbox, filled from a hole under the seat. Again, how useful would that have been? **Above right:** Toolbox on 12in scooter more of a token gesture by comparison to a regular item.

Meanwhile...

The frame of the 10in wheeled Lambretta, apart from having no number, has other features that suggest uniqueness and later development. There's a hole in the front where a toolbox door would usually be, we presume to view the level of a two-stroke oil tank, that has been pressed and finished properly, and under the seat is what looks to be a filler hole for said oil tank at the front. Regarding talk of oil injection, as Sticky discovered last month, the engine for the 10in wheel was set up to run it whereas the 12in engine appears to have the areas cast but not drilled through.

Interestingly, with the Cometa not launched until 69/70, it shows that in 1967 Innocenti was working on it and therefore just shows how far ahead companies work on such projects. Unfortunately for them, Vespa pipped them to the post with a production autolube.

The 10in frame scooter has recesses in its petrol tank for the carbs, but because the engine in the other scooter is longer and in a different place, there is no need for this. Written on the tank here are 'C', 'A' and 'R' meaning closed, open and reserve

in Italian, for the petrol tap. The 12in wheeled scooter has this written on the actual tap.

Incidentally, the carburettors on both engines are unique, with the adjuster screws on the side at 45° to clear the engine mounts, rather than the normal 90°. Both had chokes operated by a single cable that splits into two.

The 'gunge' on the inside of the legshields is apparently the same as that used to glue the paper 'frame identification tag' on the rear of new scooters, albeit covered in the remnants of sponge, so it's presumably been put there by the factory, but no one knows for sure what was stuck on. There isn't the space for a spare wheel, so was it maybe gauges to monitor the road tests?

The signature under the seat is of an unknown person, the presumption being a tester signing something off. Nevertheless, this was something else the folks at RLC had to make sure didn't get polished off.

The seats on these scooters are standard SX types, the 10in scooter with a typical red cover. The other has the waffle pattern on the outside, smooth on the top. Again,

was Innocenti looking at a new seat design for the twin suggesting some assumed it was heading into production for sure, or was it using the mileage clocked up testing the engine to also see how robust a new seat material pattern was?

After all, it makes sense to use one guinea pig to test as many products as possible while it's out being ridden. Who knows what parts may have filtered through to other models of Lambretta had Innocenti continued scooter production beyond 1971.

Parts bin

Now we're really getting our anoraks on here, but anyway...

The 12in frame is finished in SX 150 colour, Spring Grey, the rear light unit is painted New White, but it has got yellow or Hawthorn White rear runner boards and head cowls.

Again, open for speculation is to how and why they ended up with these colours. Chances are it was all accidental, reject parts from the production line, or one-off fabricated parts produced by the Centro Studi and simply put through the



Above: Two unique air systems produced for the experimental scooters.

painting process. Also interesting is that the 10in wheeled frame has cutdown running strips fitted to its modified running boards, the latter by the way are apparently similar to period accessories produced by Ulma back in the day.

On the other side of the coin, the flywheel cowl is pressed rather than a hand beaten bodge job which suggests those working on this thought it close enough to production to invest that kind of money into it. The people behind this took further cues from the J-range here as the flywheel cowl bolts on from the grille face side all around, a far superior design than that of the Series 1 to 3 range (bar the TV Series 1).

It makes it much easier to remove the cowl. Another interesting feature here is one of the cowlings finished in silver as seen on the GP range. As the parts are unique we must assume this silver was either painted early to see if people liked this colour or to see how it lasted in day-to-day use. Or was this twin-cylinder model

still being developed as late as the end of 1968 when Innocenti began production of the GP range?

A Super Ride

Everything is as you'd expect on a Lambretta regarding starting procedure and riding. Aside from that beautiful tone emitting from the pipe of course.

Acceleration is smooth and brisk, slightly more so on the ali-barrelled version, the dyno session later explaining why. And they are the two features that stay with you as you change through the gears and enjoy the ride. That is until you need to slow down and apply the cable-operated front disc brake, and so the second great advancement of these Lambrettas becomes obvious.

This is everything that the previous (and the only one we know) Lambretta disc brake wasn't; efficient and effective. It has a good feel and just wasn't harsh like some production disc brakes can be (for more about the disc brake, again see Sticky's

in-depth article last month). It doesn't take long therefore to realise that had Innocenti continued with Experiment 137, it would have no doubt won itself an army of fans among the sporting scooter enthusiasts at least, and no doubt a few keen commuters too.

This is the end?

No one today knows how many twin engines were made and tested, how many scooters were created to test them in, and indeed if the variants that we are looking at today were anywhere near the end of the experiment or if they'd been rejected part way through. Both of them show signs of potentially being the later version as well as an earlier version.

Vittorio has read a technical information sheet relating to the 12in wheels that were trialled on the twins and apparently Innocenti test reports suggest there was no difference regarding stability of the 12in over the 10in wheels, no proof of which



Above left: Plenty of space for a 12in wheel here. **Above right:** Tank modified on the 12in wheeled scooter to accommodate the carbs.



Top left & middle: The different engines fit differently into each frame. **Top right:** Petrol taps show sign of relocation, or is it simply a standard tank modified?
Above left: The route of the cable of the mechanical rev counter is very tidy. **Above right:** Need extra space for a 12in wheel you say? No problem, we'll just add a bit onto the back!

were more or less stable, which was why the idea was dropped.

The other odd thing is that the 10in version has engineers blue all over the hub (the hubs are unique and RLC had to repair one of the rear ones, which was no mean feat) and New White painted rims. Whereas the 12in wheel version has no engineers blue over the rear hub, which suggests either they were happy with the design, it's a wheel that wasn't being testing, or was it cleaned off at some stage?

Engineers blue by the way is a paint engineers use on parts for testing that they can either write on it in pencil as Innocenti did in places, or use a scribe to make notes regarding the testing process that part is undergoing. On this scooter it is all over the engine, inside and out.

Speculation continues as to why these twin-cylinder scooters were never put into production. It's often said that Peter Agg of Lambretta Concessionaires had pre-ordered 10,000, although when I spoke with him a few years ago he didn't actually recall making a firm order.

However with less than 21,000 SX200s produced over a couple of years, if this was

true then even with a lot of retooling required for the twin, this would have been something to seriously consider for Innocenti. Presuming the product was right. Which makes me think maybe they hadn't quite cracked it, and Peter Agg was right in

“Learning this confirms to all those that rode a twin why they felt so good, why the ali-barrelled one was a little keener off the mark, and why I want one more than ever now!”

that he'd expressed an interest but hadn't actually committed to a scooter that was yet to enter production.

Other speculation is that when founder Ferdinando Innocenti died in 1966, things were never quite the same with son Luigi at

the helm. This, combined with continuing slump in scooter sales across the market meant that anything deemed 'too bold' with regards to new products was unlikely to make it into production. That said the Luna line did, although that certainly wasn't the success I'm sure Innocenti hoped it would be.

Nevertheless, it's always good to think what might have been, and even better to have tasted what at least some in Milan considered for a short while at least could have been the future for scooters.

Had the twin-cylinder Lambretta Super Scooter made it into production, I've no doubt we'd all be aspiring to own one today, and maybe Piaggio would have taken inspiration to explore similar development for their Vespa scooter. But I suppose we'll never know...

Andy

■ Big thanks to Dean at RLC for his assistance with this article. Thanks also to Vittorio Tessera for allowing these rare scooters to be ridden, the RLC crew for technical assistance, and Craig, Ann and Paul for assistance with the photos.

*as far as we know

ON THE DYNO

While the twin cylinder prototype Lambrettas were only 200cc, the same capacity as Innocenti's largest production scooter the SX200, we were interested to learn what else they had to offer aside from a smoother ride.

To compare the power we used the dyno at RLC, putting a standard SX200 on first (green on graph). This produced 8.76 Cv (8.64hp) @ 5764rpm. Period adverts that suggested the SX200 produced 11hp at 5500rpm were presumably referring to output at the crank rather than the rear wheel.

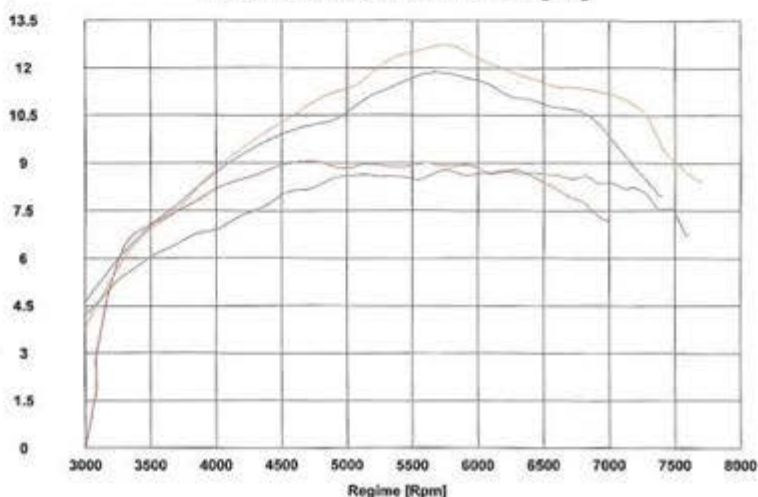
To make sure, RLC have a very low mileage Serveta 200 (red) that we also put on the dyno, and that produced 9.04Cv (8.91hp). Next up was the iron barreled twin-cylinder (blue) which produced an impressive 11.86Cv (11.69hp) @ 5657rpm, then the aluminum barreled twin (orange) produced 12.74Cv (12.56hp) @ 5671rpm.

Learning this confirms to all those that rode a twin why they felt so good, why the ali-barreled one was a little keener off the mark, and why I want one more than ever now!

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Potenza alla ruota corretta [Cv]



Top: Modified shock mount required.

Above: Wiring tidied up by RLC, but this is how you spark two cylinders.



THE MYTHICAL THIRD TWIN

So who is to know today exactly how many prototypes of the twin-cylinder Lambrettas were ever built? We know that two survive today. But is there a third?

Back in the 60s and 70s there was a company in Cesena that produced small capacity motorcycles for a few years and it had a deal with Innocenti where it'd go and buy cables and other consumables for its bikes directly from them.

Apparently, as the Innocenti factory was closing the Cesena guys made their last run to Milan with three vans to get as much stuff as they could. While they were there, buying their stuff, a storeman asked if they wanted to buy a scooter, an old prototype. It cost them about 75,000 lira which at the time was about half the price of a new Lambretta.

The bought it, with one 12in wheel, one 10in wheel and the bodywork all in a box. The guys got it back, and then realised it was something special. Apparently it also has electric start. As we speak, contact has been made with regards to finding out more.



ACE FACE

Back in the day Mods and Rockers used to fight. Looks like their successors turned from GBH to stealing.

The famous Ace Cafe was built in 1938 as a roadside cafe on London's old North Circular Road. Destroyed during the war and rebuilt again it became the home of the original rockers and jukebox races in the Fifties and Sixties.

Through changes in the social order, the declining motorcycle market and the expansion of the motorway network it had to close down in 1969. However, to mark the 25th anniversary of its closure London boy and visionary Mark Wilsmore organised the Ace Cafe Reunion on the original site and revived the old spirit.

Since then Mark and his wife Linda have very successfully re-established 'The Ace' to what it is today; one of the most legendary and authentic venues for petrolheads on the planet.

As to why a German scooterist would choose this historic biker bastion as an appropriate theme for a scooter project left me a tad puzzled, until I discovered that the café also played a leading role in the 1963 cult film *The Leather Boys*. "That's just a bigoted cliché!" I hear you shout. Well, here's another one for you; this Teutonic-built Vespa is so crammed full of technical trickery that we can barely scratch the surface of it.







Bee-Bop-A-Lula

Being a great fan of café racers, owner Helge, from the north German town of Lübeck, decided his beloved early P-range should be transformed accordingly. As technical adviser for Würth tools he is in the fortunate position of having a very professional customer base in the automotive aftermarket industry and, naturally, he made good use of it.

First step was to consult Thomas, who runs a business restoring classic cars and is the man behind the bodywork modifications. As you would guess these are quite extensive. After cutting large sections from the legshield and the engine panel, louvered segments that were originally destined for utility vehicles were welded into place.

A sheet of steel received the same treatment and was then shaped into the slope that you see welded onto the rear of the frame. Normally, bodywork specialists would use machines to slot each individual louvre into the metal which, done on this scale, would turn out to be a very time and cash consuming solution. So, looking at the result, this is a bloody clever way of doing it.

Beneath the rear louvres Thomas hid the rear and brake lights. How subtle is that? On top sits an aviation filler cap with a tube going into the original tank that is now welded firmly into the frame. Access to the petrol tap is gained via a lid – number one, by the way – that is located behind the engine.

A second lid has been installed in the step-through beneath the seat and serves as a brilliant homage to old Vespa models like the GS. As if that wasn't enough, there are three more lids on the scooter; one in the left hand side panel (these are actually made like that by LML) and one on the other side that has been implanted into the engine panel, thus providing a lovely symmetry. Lid no. 5 was worked into the spare wheel cover which accommodates a sat nav.



Above: The NOS bottle is a fake, in fact it's a discreet toolbox.

Right: More subtle touches, this time hidden inside the spare wheel trim.





OWNER DETAILS

Owner: Helge Jönssen

Job: Technical advisor for Würth tools

Hometown: Lübeck, Germany

First scooter: 1982 Vespa PX 200.

Favourite scooter model: It has changed over the years. Today I favour older models like Vespa VBB, Sprint or GS.

First rally: Aged 17, 1991 Trittau in Germany. A load of skinheads turned up and caused trouble.

Favourite rally: Braunschweig by Welfen SC.

How could the scooter scene get better: Make it more attractive for families.

What do you like about rallies/events: Meeting like-minded people and the party.

What do you dislike about rallies/events: The older you get the hangovers get worse...

Your favourite custom / featured scooter of all time: 'Route 66' by Maik Schmerse.

Who first inspired you in the scooter scene: My best mates Björn Schievelbein and Maik Schermer – we did quite a few rallies together.

If you had to recommend one scooter part what would it be: Malossi MHR kit.

Most useless part ever bought for one of your scooters: Hub caps.

What part would you most like to see developed for scooters: Centre lined wheels and twin pipe exhausts for Vespas (who said Germans wouldn't have a sense of humour?).





Shakin' All Over

Specialised parts at the rear end are the toolbox complete with a screw cover disguised as NOS bottle, and the hydraulic rear brake/brake pedal/master cylinder assembly that comes off the shelf. The seat was made by an experienced upholsterer from Hamburg called Ekselenski – which it is indeed. Turning to the front, the dropped VBB headset features a clear glass lens headlight fitted with an LED ring.

The speedo/rev counter (yes, all in this small unit) and the handlebar touch-switches for lights and indicators were sourced from Berlin-based company Motogadget which supplies top notch electronics for the custom and racing markets. The indicators come from German company Kellermann, adjustable levers from PM, grips by a local machine shop, quick action throttle and hydraulic master cylinder from SIP.

Working our way down a simple yet stylish horn-casting has been made up from sheet metal and welded to the frame. The forks are from a Lambretta GP and hold a hydraulic twin disc brake hub by PM that rotates between a set of BGM dampers and peddles dirt towards a Kawasaki belly pan.

C'mon Everybody

Helge was fully aware that a street racer needs an engine to suit. So an old style P200 lump was acquired, stripped and fitted with some of the finest components today's tuning world has to offer; a Malossi 210 MHR kit matched to the casings, a 64mm stroke Kingwelle crankshaft which brings it up to 221cc, a 38mm Keihin flat slide carb, a Ram Air foam filter, MRP reed block, Tassinari V-Force eight-petal reed valve, a Scooter & Service clutch, a Lusso (German EFL) gearbox, a standard ignition with an HP4 flywheel and an S&S exhaust.





“...a good guess is the performance should be adequate to soil any faint hearted rider’s pants!”

It has not been on a dyno yet but a good guess is the performance should be adequate to soil any faint hearted rider’s pants!

The final touches were applied by Danny from Schrammwerk with a spray gun. While owner and artist agreed on the basic idea of a ‘used’ look paint job to create that artificial patina, they were constantly at odds with each other about the details. However, three months later the Ace Café Vespa was finished and everything forgotten – what a stunner!

The scooter has made its debut appearance at this year’s Scooterist Meltdown custom show where it had won ‘Best Vespa’, followed by the Antwerp Custom Show winning three trophies and the Scooter Center Custom Show taking home ‘Best of Show’. I think anyone would agree that’s well deserved, but certainly no reason for Helge to rest on his laurels – his next project is already in the pipeline.

Words: Marcus Broix

Photography: Andreas Reinhold

SCOOTER DETAILS

Name of scooter: Elenore

Model: Vespa PX 125

Inspiration for project: There aren’t too many styles of motorcycles that I really like but I think café racers with patina are great.

Built by: Specialized parts and work carried out by professional companies that I deal with in my job. Assembled by myself and mates.

Frame modifications: Yes! (see main story but includes custom made tool box NOS bottle, body panel mods and louvers, and Vespa VBB headset dropped by Thomas Risse. Auto mudguard, Kawasaki belly pan, aviation fuel cap).

Specialised parts: Lambretta GP forks, BGM shock absorbers, PM hub with hydraulic twin disc brake, handmade seat by Ekselenski in Hamburg (www.de-sattlerei.de), brake pedal & hydraulic rear disc brake assembly by SIP, side stand, Motogadget Motoscope Mini speedo/tacho unit and m-Switch push button handle bar controls (www.motogadget.com), handlebar indicators BL 2000 by Kellermann (www.kellermann-online.de), clear lens front light with LED strip on reflector, quick action throttle, custom made grips, PM anodized adjustable levers, spare wheel cover as housing for sat nav in folding lid.

Engine: 221cc. PX 200 with Malossi 210 kit, ported casings, 64 mm stroke German made Kingwelle crankshaft, 38mm Keihin carb, Ram Air filter, Tassinari V-Force eight-petal reed valve, Scooter & Service clutch, Lusso gearbox, S&S exhaust, standard ignition with HP4 flywheel.

Paintwork: Danny Schramm, Schrammwerk in Börnsen, Germany (www.schrammwerk.com)

Chrome: Böge in Hamburg (www.boege-hamburg.de) and Schmidt in Siek (www.manufaktur-schmidt.de).

Overall cost: Stopped counting.

Hardest part of the project: Gear change mechanism, brakes and electrics.

Advice for anyone starting a project: Make sure the electrics work and do a dry build before the paint job and final assembly.

Anything still to be altered: Hydraulic front master cylinder, modify exhaust and handlebar control.

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19-21 Sun Run, Allemans du Dropt Department 47, France
19-21 Lowlanders SC Whisky No More. Portpatrick, Dumfries & Galloway. Bands + DJs both nights, £15 weekend inc camping, £5 a night. Tel. Billy 07887 772879 or b.kirk63@yahoo.com
19-21 Coasters SC 6th Scooter Rally & Vintage Weekender, Langham, Nr Colchester, Essex CO4 5PA. See FB page Coasters Scooter Rally 2015
19 Double Barrel Soul and Ska night, The Greyhound, Fishponds, Bristol. Info 07765 676247 or 01934 644448
19 Soul Brothers night of Northern soul and Tamla motown tunes. 7.30pm till 12am. Spring Meadow Social Club. Cradley Heath B64 6LB. £5 otd.
20 Seven Hills 7th anniversary, with The Lambrettas, The Beat Goes Bang, Davys Sports Club, Sheffield
20 Double Barrel Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448
21 Swansea Festival of Transport 10.30-4pm
24 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW Info 01784 424610 or e-mail ashtree@fulles.co.uk
25-28 Beat Sugar, France
26-28 Pogues Away 7, Pogue Mahone SC annual weekender, BAE Club, Samlesbury nr Blackburn BB2 7LF, featuring The Score and The Style Selektors, only £10. Dave 07709 390970, Caz 07958 700976 or FB pogues away 7
26-28 Camber Sands rally
26-28 Stone Valley Festival, Castle Park, Stanhope, Co. Durham
26-28 Team T5 France rally celebrating 30th anniversary of the Vespa T5. Brives-Charensac (Auvergne)
26 Shoreditch Got Soul, Blues Kitchen 134 Curtain Rd, London EC2A 3AR 9pm-3am (free before 9.30pm/£5 after) Live Soul Revues DJ's Dr Robert + Guest www.newuntouchables.com
26 Double Barrel Soul and Ska night, Jolly Colliers, Bedminster, Bristol. Info 07765 676247 or 01934 644448
27 Northern Coasters SC 10th anniversary, camping available. Coleraine RFC, Info 07590 727242
27 Totally Unstable SC. 4th All-Dayer - Back for the afternoon Elvis, evening - 'Heavy Sol' Camping from midday - tickets £10 adv - £12 otd. Ely City F.C., Downham Road, Ely CB6 2SH. Info Andy 07740 760434 or FB
27 Nuneaton Pacemakers SC 20th Anniversary Grand Charity Dayer in aid of BLESMA and TCT, at the Royal Oak, Oldbury Road, Nuneaton. Rideout, BBQ, custom show, all day DJ's charity auction and Jam DRC live. Info Lee on 07807 710758
27 2 Ronnies SC 41st Anniversary Do. Free cheese on toast for first seven entrants, top class entertainment by Mike 'Accordion' Edwards, Royal Oak, Hartshill, Nuneaton.
27 Double Barrel Soul and Ska night, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448
27 The Hubble Bubble mod night, last Saturday of the month, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

JULY

3-5 Cleethorpes BSRA National rally 4
3-5 Vale of the White Horse rally, Swindon
3-5 In The Blood SC rally, Bordon Oakhanger Sports Club, Bordon, Hants.GU35 9HG
3 Double Barrel Girls Night Out, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448
4 Double Barrel Soul and Ska night, The George, Totterdown, Bristol. Info 07765 676247 or 01934 644448
4 Zoo Zoo 2 Blues Kitchen (Shoreditch) 134 Curtain Rd, London EC2A 3AR 9pm-3am (free before 9.30pm/£5 after) Live bands TBA. DJ's Dr Robert + Guest www.newuntouchables.com
4 Wimpson Old Boys 3rd all dayer at The Saints Pub, Kendal Avenue, Millbrook, Southampton SO16 9LP. Northern Soul room and four groups Soul Monkey, Mr Clean, Skamageddon and Strumpet Town. Free admission. Info Dean 07519 785213 Northern Soul room
4 Mods @ The Frog, 13.00 till Midnight, Ride out 3pm. Ricky Tick DJ's, Nic Bennett, Headlining The Hiwatts. The Frog & Wicket, Eversley Cross, Hampshire. RG27 0NS. event page: FB Mods@The Frog July 4th 2015
8 ScooterManiacs SC, Summer BBQ, and fundraiser for SRP's world Lambretta Land Speed Record attempt. The Lime Kiln Inn, Bridgwater, 7-00pm onwards.
9 Nuts Mag! The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 8pm-1am FREE. 3 live bands check website + DJ Dr Robert + Guest. www.newuntouchables.com
10 Soul Garden 2 Soul Garden returns to Rafters in Maidstone Playing Northern Soul, Motown, Mod Jazz and Ska, 8 till 3 only £5 otd
10-12 Lincoln BSRA National rally 5
10-12 Mid-Cheshire Charity rally, Blakemere Craft Centre, Sandiway. CW8 2EB
10-12 Bad Samaritans SC present Get Outta Dodge 15, Early's Bar, Arranmore Island, Donegal, Ireland. DJs, Camping, Custom Show, £10 weekend pass. No cars. Full info on Facebook.
10 Madness Aftershow Party, Smirnoff Bar, Chepstow - Free entry from 9pm to 2am. Ska, reggae, soul, Motown, Mod revival, 2-tone, northern. To get your name on the guest list, contact Jon 07748 596800. Gwent.
11 East Park Scooter Funday 6, rideout from the Molineux, Wolves ground to Victoria Inn Deans Road, free entry live bands, DJ's, stalls, food, family fun entertainment, stalls welcome free. Tel. Mart 07973 717520, Andy 07919 046278
11 Midsummer Modness Festival.. 3 rooms of Mod, Soul and Ska featuring The "Kast-Off" Kinks, The Allnighters (northern soul band), and Ska in the Bar with DJ Matt "Monkey" Mann. 5.30pm - 12.30am. Tickets: £15 adv/£20 otd. Pontardawe Arts Centre, Swansea, SA8 4ED. Phone: 01792 863722.
11 Shildon SC 10th anniversary rally. Noon-late with Last Fakers playing. Camping available. Bishop Auckland RFC, Co. Durham
11 Double Barrel Big Night Out, Hawaiian Bar, City Centre, Bristol. Info 07765 676247 or 01934 644448
11 Locomotion presents Summer Cool Off, 60/70 N Soul and R&B, 7-1am. Special guest Harpo. The Met Sports Social CFIllub, Aldernahm Rd, Bushey, Watford. WD23 2TR £5 otd
12 The Quik Beats, Live charity day at The Feathers Inn, Lichfield. Playing 60's Mod classics. See www.thequikbeats.com for details

17-19 Solent Cougars SC 15th Anniversary, BTC Sports Club, Southampton SO16 2PA. Info Andy 07717 507403 and FB. (see main advert)
17-19 Skins, Scooter & Ska weekender in aid of Macmillan Nurses Scooter Competition with approx 7 categories with Trophies. Bourne Vale Social Club, Ipswich
17-19 Moduska with South Birmingham SC, Kings Norton RFC, Birmingham
17-19 Calling Peterborough, Peterborough RFC, Soul allnighter Saturday plus King Kurt and Geno Washington.
17-19 Hammered In Sheffield, Davy's Sports Club, Sheffield S9. £10 (See main advert)
17-19 Bradford Discharge Scooter Jam 2015, Hunsworth Lane, Bradford, BD4 6RN, ridden custom show, stalls, bands, DJ's plus some surprises, beer tent, £15 weekend, £10 Saturday. £2 from ticket donated to children's ICU LGL (see main ad.)
17-19 VCB Lake District members rally, Kendal Rugby Club, Kendal, Cumbria. See VCB main advert for membership details
17-19 Weasdale Wanderers SC 35th anniversary, LCGB signing on event, West Hall Scout site, Whitburn SR6 7JS. All proceeds to Great Northern Air Ambulance. See FB WWSC for full details
17 Double Barrel Soul and Ska night, Golden Lion, Fishponds, Bristol. Info 07765 676247 or 01934 644448
18 Double Barrel Soul night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448
18 Bradford Parts Fair - Scooter Jam 2015 (In association with Bradford Discharge S.C.) Details - Kev Walsh 07966 265588 Email lcgb2@blueyonder.co.uk
18 Maximum R&B. The Phoenix, 37 Cavendish Square, London W1G 0PP. DJ's Rob Bailey & Rhys Webb spin original R&B, Freakbeat & Garage 45's from 9pm-3am/ Adm £6 before 10pm/£8 after. www.newuntouchables.com
18 Wimbledon Scooter Alliance charity event at the Leather Bottle, Wimbledon. DJ's, live music from The Jammed and Wandle Delta Stompers. Top quality raffle prizes incl. iPad mini, Riding gear etc. Further info on FB page or email lisabillimore@yahoo.co.uk
18 Across The Street Northern Soul night, Royal Wells Hotel, Tunbridge Wells, TN4 7.30pm-12. £5
18 The Quik Beats, Moduska 3, Kings Norton RFC, Ash Lane, Hopwood, Birmingham. Playing 60's Mod classics. See www.thequikbeats.com for details
18 East London Scooterist Nite all your favourite scooterists sounds plus playing live Collobosher cheap bar, £5 otd 8pm till 2am Hornchurch Social Club., 168 Station Lane RM12 6LS info facebook 07903 278575.

19 Sunday Best Scooterfest 5, Capel Manor, Enfield. EN1 4RQ. Vintage clothes, parts stalls, clothing outlets plus 2 bars, 3 catering outlets, ice-creams etc. Two live bands. £10. More info on Facebook.
19 Warlingham Rugby Club Classic Car & Bike Show, live music, bbq, kiddies fair, beer tent, great day out. Tel. Steve 07739 643407 or Terry 07718 704567. Surrey
19 Severnside Lions Fun Day at The Red Barn SY3 7HS. Proud to be supporting Hedway Shropshire and a chance to win a Vespa PX200 in our raffle. Details on our FB page, www.severnsideions.co.uk, or call Ali 0786 6613844
24-26 Llandudno BSRA National rally 6
24-26 Music Mania, Hastings (see main advert)
24-26 Great Yarmouth rally (see main advert)
24-26 Tin Soldiers SC weekender, Scots Club, Selbourne Ave, Bletchley, MK3 5BX. £10 adv Davd 07909 520793
24-26 Driffild Midnight Runners Summer Scrum 5, Driffild RFC, YO25 9DW
24 Zoo Zoo, The Blues Kitchen, 111-113 Camden High St, London NW1 7JN. 9pm-3am (free before 10pm/£5 after) Big Boss Man & support TBA. DJ's Dr Robert + Guest www.newuntouchables.com
24 Into Tomorrow presents Thee Strawberry Mynde & Sam Parkes live at The Princess Alice, 69 Newport Road, Middlesbrough, TS1 1LA. 8pm till late. Admission free Double Barrel Soul and Ska night, The Robbins, Ashton, Bristol. Info 07765 676247 or 01934 644448
25 The Hubble Bubble mod night, last Saturday of the month, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club
25 Double Barrel Soul and Ska night, King Billy, Staple Hill, Bristol. Info 07765 676247 or 01934 644448
25 Timebox (back to the future) 8pm-2am / free, The Strongroom, 120-124 Curtain Road, London. EC2A 3SQ DJ Dr Robert + guests spin sublime sych/soul/funk/rock/garage & rnb blasts down the groovy cellar club! www.newuntouchables.com
26 On The Run SC, Charity Fun Day, 11am, Croxley Guild of Sport club, nr Watford. WD3 3HT. 3 great bands including The Spitfires. Charity donation entry. Stall holders or any more details Ring Ross 07970 761864.
26 The Quik Beats, Music Mania Festival, Worthing. Playing 60's Mod classics. See www.thequikbeats.com for details
29 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW for more details telephone 01784 424610 or e-mail ashtree@fulles.co.uk



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CLUB DO'S & EVENTS

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SIP SCOOTERSHOP'S OPEN DAY

It almost seems like the guys from SIP have a direct line to the weather gods. Even one day before the scheduled annual SIP Open Day 2015, various weather apps pretty much agreed on a 40-60% chance of rain.

However, SIP Scootershop decided to take the chance and went ahead with the event. This courage paid off with lots of visitors showing up. An estimated 400 scooterists enjoyed the funky sounds spinning on DJ Leo's (Atomic Café, Munich) turntables, the delicacies from Sigi Kuhn's barbecue, draft beer, the crisp stone oven pizza courtesy of Salvatore, the freshly ground Espresso by Bohne 37 and a beautiful spring sun which every now and then fought its way through the clouds, smiling alike over visitors, sceptics and fair weather pilots.

And they came from all around Europe, France, Italy, Sweden, Austria. However, our hats go off to two members from the Vespa Club Moscow. Obviously, watching pictures and reports online was not enough for them, so they took a plane and visited SIP in person. Greetings Konstantin and Mikhail!

Special thanks also go to the two trade magazines – *Wespe* and *Motoretta* – who were present with an info stand and free of charge sample magazines. Many thanks Guido from Bell too for your awesome retro helmet collection.

Frank Henkel from Munich lent a special Vintage air to the event with his incredible collector's models, amongst them a rare Vespa V1 from 1948, a Hoffmann Konigin as well as other treasures that found their admirers.

The event peaked in the traditional Vespa parade through the historic old town of Landsberg. After a sparkling farewell Spritz sponsored by local Italian restaurant Trattoria Italiana right next to the local landmark Bavarian tower, the participants sped homewards into all directions. We wish all customers and Scooterists an accident-free and eventful two wheel season 2015!

Ralf, SIP Scootershop



CLUB DO'S & EVENTS

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CLUB DO'S & EVENTS

31-2 August Big 7 SC rally, Hop Farm, Kent (see main ad)

31-2 August One Hull of a Rally II
31-2 August Worcester Three Pears SC – Big Bash 2015. Brookside Farm, Worcester WR7 4BE– Chosen charity Worcester Search & Rescue. Bands – GT's, Knebakaye Alley & Skastuds. DJ Desch & Benny spinning the best in Motown, Northern and disco soul sounds around. Scooter gymkhana, grand draw (great prizes), free camping, hot food & lots more. Ticket only event - £12.50 Call 07721 557664 (no ticket no entry) Further info on Three Pears SC visit www.threepearsscooter.co.uk

31-2 August ScootAyr 2015, Ayr Racecourse. Phone/text Swany 07885 931672, Email scootayr@gmail.com or search FB or twitter for ScootAyr (see main ad)

31-2 August Euro Yeye Festival, Gijon, Spain Live bands, International DJ's, Allnighters, Scooter Runs, Expos, Market www.euroyeye.es (See main ad)

31 The Quik Beats, Live at the Clumsy Swan, Stoney Lane, Birmingham. Playing 60's Mod classics See www.thequikbeats.com for details

31 Double Barrel Soul and Ska night, The Horseshoe, Siston, Bristol. Info 07765 676247 or 01934 644448

AUGUST

1 Double Barrel Soul and Ska night, Moonrakers, Swindon. Info 07765 676247 or 01934 644448

7-9 Salford Knights SC weekend, Rixton car boot site, Manchester Rd (A57), Rixton. WA3 6EA (see main ad)

7-9 Harlequins SC Summer Shindig 4, Swaffham Rugby Club, Norfolk. PE37 7QX

7 Double Barrel Soul and Ska night, Queens Head, Eastville, Bristol. Info 07765 676247 or 01934 644448

8 Hip Cat Express - All Mod At The Cons - Cider fest Cons Club, Rushden we continue our annual residency playing the best in Mod N Soul all on vinyl. Guest Mod band and DJ's. Northamptonshire

8 The Strawberry Mynde & The Odels live at The Music Lounge, 21D Yarm Lane, Stockton-On-Tees. 8pm till 11pm. Admission £2

8 The Quik Beats, Live at the Britalian Job, Britannia Boat club, Trentside North, Nottingham Playing 60's Mod classics. See www.thequikbeats.com for details

8 Double Barrel Big Night Out, Hawaiian Bar, City Centre, Bristol. Info 07765 676247 or 01934 644448

9 Northumberland SC presents Numero Uno, 12am-12pm at Netherton Social Club, Bedlington NE22 6DP. Live bands, custom show, tattooist, stalls and more. All proceeds to Great North Air Ambulance and RDA. northumberlandsc@gmail.com

9 Hip Cat Express - All Mod At The Cons - cider fest Cons Club Rushden we continue our annual residency playing some sunday chilled out tunes all on vinyl. Northamptonshire

8-9 Strictly Scooters, Beauvale Priory, Nottingham NG16 2AA. As the name suggests, scooters only – no cars, vans etc. (See main ad)

14-16 Hip Cat Express - Wellingbrough Northern Soul Weekender - we continue our annual residency playing in the Mod Ska room -Wellingborough Castle, strictly ticket only

14 Double Barrel Soul and Ska night, The Greyhound, Fishponds, Bristol. Info 07765 676247 or 01934 644448

15 Double Barrel Soul Night, The Trooper, St George, Bristol. Info 07765 676247 or 01934 644448

16 Double Barrel Sunday Special, Rhubarb Tavern, Barton Hill, Bristol. Info 07765 676247 or 01934 644448

16 Beat The Bikers, Matlock Bath

21-23 Northern Aces SC Tata Steel Sports Club, Rowleys Drive, Shotton

26 Togs & Tassles, from 8pm at The Ash Tree, Convent Road, Ashford Middlesex. TW15 2HW for more details telephone 01784 424610 or e-mail ashtree@fulles.co.uk

28-31 Isle of Wight BSRA National rally 7
28-29 Hipshaker returns to IoW, Ventnor Winter Gardens, full line-up of resident and guest DJs across two rooms on both the Friday and Saturday nights. Free Saturday day time event featuring live bands.

28-29 The Happening, 3 Button Heroes, Almost Gone and KTF combine to bring quality nights back to Ryde Castle Hotel.

28-31 Venlo rally, Holland (see main ad)
28-30 Great Northern Mod & Ska Festival, Bedale. N. Yorks (see main advert)

28-30 Brighton Mod Weekender. DJ's, Guest Clubs, Live Bands, Scooter Comp & Cruise + Market www.newuntouchables.com

28 Shoreditch Got Soul, Blues Kitchen, 134 Curtain Rd, London EC2A 3AR 9pm-3am (free before 9.30pm/£5 after) Live Soul Revues. DJ's Dr Robert + Guest www.newuntouchables.com

29 The Hubble Bubble mod night, last Saturday of the month, The Ropewalk Nottingham. Find us on facebook The Hubble Bubble Club

30 Brighton Got Soul Allnighter, The Komedia, Gardner St, Brighton, 11pm-6am/£12 DJ's Ginger Taylor, Sean Chapman, Chris Dale & Si Soul www.newuntouchables.com

SEPTEMBER

3 The Quik Beats, Live at the Jam House, st Pauls Square, Birmingham. Playing 60's Mod classics See www.thequikbeats.com for details

4-6 Mersea Island BSRA National rally 8 4-6 WoT rally, (see main advert)

5 Zoo Zoo 2, Blues Kitchen (Shoreditch), 134 Curtain Rd, London EC2A 3AR. 9pm-3am (free before 9.30pm/£5 after) Live bands TBA DJ's Dr Robert + Guest. www.newuntouchables.com

5 Thee Odels and The Strawberry Mynde (+ DJ) live at The Studio, Tower Street, Hartlepool, TS24 7HQ. 7pm till late. Admission £5

10 NUTsMAG! The Blues Kitchen, 111-113 Camden High St, London NW1 7JN 8pm-1am Free, 3 live bands check website + DJ Dr Robert + Guest. www.newuntouchables.com

11-13 A2 Aces SC rally, Green Island BT38 Northern Ireland

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KELSO BSRA NATIONAL SCOOTER RALLY MAY 22-25, 2015

All ready for Kelso, luggage packed on the scooters, early to bed, we're leaving home Friday morning at 1.30am. Well, it's a long way from south Essex, especially on L-plates!

All was going well and after the second petrol stop it started to get light, which I found easier riding. Meeting up with Rick Sheppard at Bawtry gave us time for a quick coffee and by this point the weather was starting to look – good happy days!

York ring road was a challenge, but we eventually found our way past this and were making good progress, so Rick's exhaust decided to have a little issue, so out came the spanners. Luckily this was nothing major.

Hearing a few scooters in the distance, as they approached we gave them the 'we're okay thanks' so they could ride on, and then a lone rider appeared, a our friend Ann from back down south. It was almost like going on holiday to Spain to find your neighbour from home in the next door hotel room! We all set off together for the A68, and what a road it is. The others were having a great ride up and down the blind summits and twisting bends, but I must admit after a while I did start to feel a bit seasick.

RESULTS

Best Vintage Vespa: Angelo Mattera, GS 160 (OKU 352A)
Best Vespa: Scott Hynd, 212 L2 (his first scooter and first time riding to a rally)
Best Vintage Lambretta: Stu Whitson, Model D
Best Lambretta: G Pedelti, Block (EPA 118V)
Best Automatic: Vicki Swinge, Lambretta auto (All About Me)
Best Street racer: Kev Hills, Irn Bru auto Lambretta
Best Engineered: G Pedelti, Block
Best Chop/Cutdown: Dave Sims, Vespa Chop Tangerine Dream
Best Paintwork: Mark Swinge, Lambretta GP Start Me Up
Best Murals: Mark Swinge, Lambretta GP Start Me Up
Best Chromework: Mark Swinge, Lambretta GP Start Me Up
Best Engraving: Mark Swinge, Lambretta GP Start Me Up
Best Non Vespa/Lambretta: Elliot Ward, Piaggio Ape 50cc (180 miles @ 25mph = 12 hours from Wakefield!)
Best of Show: Mark Swinge, Lambretta GP Start Me Up (Big thanks to Goldie, Col and Fred for their judging prowess!)



We arrived at Kelso showground after a 12 hour ride, greeted by the smiling faces of Isabell and Norman who in exchange for cash presented us with a goodie bag, keyring and wristband. We soon got the tents up, helped Becs with hers, in between cleaning scooters and chatting with Leon and the rest of the Halstead lads. By now many more scooters were arriving and the field was filling up nicely.

Heading towards town we kept getting sidetracked, chatting to friends along the way, taking pictures of scooters, as you do. We eventually got to The White Swan where we met up with Dazzler and ended up staying for a few (polite) drinks, eventually heading back to the site for the evening do.

The first band we saw were The Red Starts, playing some good tunes and keeping the floor filled with dancers. Again we met up with more friends – as is the nature of scootering – and a great night seemed to be had by all, dancing away to the sounds of the band and later the DJs. Eventually our early start caught up with us and we retired back to our tent for some well earned rest, after all it had been a very long day.

We woke up early on Saturday to glorious sunshine, which continued throughout the day. The custom show was back to old school style outside with a fine array of great-looking scooters. These included a proud 17-year-old girl's cutdown Vespa, another





new creation from Neil Massey (Why Be Normal), Rick has cleaned the dead flies off Alien, Sean entered Block (from last month's *Scootering*), along with many more eye-catching scooters on display.

I should mention that while basking in the sunshine we were listening to the band Dogtooth, a group of young lads with a collective age of just 42 (!), who played some great tunes.

After a wander around the campsite, checking out the stalls and noting everyone was in good spirits enjoying the fine weather, we headed off for something to eat, stopping only to be thoroughly entertained by Stockys and Mike from the Wiseman's attempts at putting up their tent! That night a few people seemed to be glowing after a day in the sun. Live on stage were The Talks,

lively and full of energy with some great sounds, after which we headed towards the soul room where I caught sight of two young lads.

Picture perfect, dressed to impress these two soul boys with flared trouser, sewn on patches on their shirts had some great moves. It's good to see the younger generation keeping the scene alive.

Sunday morning, all packed and ready to head home, the weather was just a bit fresh although it proved to be mostly a dry ride back.

Kelso – a well organised and enjoyable rally, beautiful weather and many laughs were had.

Words: Vicki & Mark

Photos: Vicki & Mark, Ann and Jonathan Hagen



CLUB DO'S & EVENTS



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Thank you!!

The Scottish No1's Committee would like to thank all those who attended Kelso 2015 and made the rally the great success it was.

Special thanks go to all the individuals (including Stewarding volunteers, Sponsors, Suppliers, Dealers, all the Bands and DJs) who gave their help and support to make the weekend possible. Thanks also to our friends (including the Kelso virgins) from all over the country and Europe who made the long (and short) journey – it was a pleasure welcoming you!

Safe Scootering until next time!



LUTON LAMBRETТА CLUB'S 60TH ANNIVERSARY WEEKEND

Luton Lambretta Club has been having weekly Thursday evening meetings since 1955 when a group of Lambretta enthusiasts decided to form a club following a trip out to Windsor Castle.

Meetings first took place in a church hall in Luton with around 60 members. These days membership hovers around 35 and meets are at increasingly rare traditional country pubs rotated on a north-south-east-west axis around Luton and depending on weather and location tend to attract a good few members although sometimes you might find only a couple turn out.

Sports to super tourer

Originally heavily involved in scooter sports of all forms – members used to compete in the Isle of Man scooter week, reliability trials and scrambling events as well as track racing – these days we are a mix from members from the distant past still involved, to those who are just interested in staying local and socialising and active rally-going scooterists and regular continental scooter tourers.

With it being the 60th anniversary we decided to hold a small ticket-only rally celebrating these things with an emphasis on 1950s style scooter rally games, and chose one of our meet pubs, The Plough at Ley Green, for the occasion.

It's a remote hidden gem of a traditional unchanged pub that although only a few miles out of Luton gives a real sense of remoteness and has a fair bit of grassed land, so, ideal for a bit of 50s-style frolicking.

Stakeout

Chairman Bill the Bastard has a stash of wooden stakes and temporary fencing and the day before saw him knocking up a slalom/gymkhana while long standing stalwart member Dave Chalk set up a scooter darts arena.

There, a pair ride around in circles two-up and the pillion has to throw darts at the board in the centre. Dave was strict



enough with the rules to make it both authentic and hilarious (particularly when notorious twins Jane and Lisa were partaking!) before moving off to the slalom being run by chief organiser and other long-standing member and ex-racer Phil Kilby.

The original club Series 1 scrambler was used for these, then an original club LD150 scrambler was used for the balance-a-bike competition (it proving too temperamental on the day for being used for anything else). Here participants literally just get timed trying to hold the scooter up without putting their feet down, with inevitable results in some cases!

In between all this a tombola was held with some great prizes both scootering, memorabilia and completely random for a pound a go, and then a mostly scooter-related pub quiz was held after which a meal (included with the ticket) was dished out followed by the prize giving.

Fantastic home made trophies made by mechanical genius Darren English were handed out for best and worst bike, oldest bike, furthest travelled and for the winners of the day's scooter games and second prize certificates for all.

Party on

A bit of a do was then held in the pub with the Crazees Daddies; LLC member DJs Chris, Bill and Colin spinning some great tunes and taking the event into a more recent era of drinking and dancing and debauchery.

The ticket price included a full English put on by the pub. Those who camped the night plus a few locals who went home came back for that too. So, everyone appeared to have a great weekend, so much so that there was talk of possibly making it more regular than every 10 years.

Ben Ford

CLUB DO'S & EVENTS

FUNK ★ SOUL ★ SKA ★ MOTOWN ★ JAZZ ★ ROCK ★ R&B

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email: enquiries@colchesterdvic.co.uk

or call 07718 286 119 after 6pm Mon-Fri, anytime at weekends

Site opens mid-day Friday 4th September. No admission after 6.30pm 5th September.

NO CARS/VANS ALLOWED IN CAMPING AREA

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THE GLENCOE GATHERING (MAY 16, 2015)

When you want a scooter event to be strictly scooters, low key, and limited numbers, there is only one way to do it. So, The Dead Rabbits Scooter Club decided every member should invite a couple of people and tell them to keep it quiet.

I was sold by the “no cars, no campervans, no excuses” and “no fancy dress, no stalls selling target mirrors or eggcups, and no pork-pie hats, or Jam tribute bands.” Lots of people like all those things and they’re well catered for, so happy days.

The plan was to ride to a lovely campsite in the shadow of Glencoe, plot up, light a big fire and consume lots of alcohol. Evening entertainment would be at the nearby (and only) pub for miles; the world famous Claghaig Inn. Of course, there wouldn’t be any entertainment lined up for us, we’d just have to make our own fun.

The Green Welly

The little matter of it being just a tad over 500 miles for me from the South East London/Kent border, and a two-day trek, added to the buzz. It soon became apparent that a few people were doing some serious mileage to this event, and I was to be outdone by

Russell Browne from Hastings, doing another 60 miles more than me each way, on a Lambretta chopper!

I met Russell for the ride up early on Thursday morning and as planned we plodded along at 55/60 ish, not wasting any time. The only mechanical hitch was the seat hinge on my Vespa Rally snapping at the second petrol stop. My regards to the inventor of the bungee!

We arrived at Ambleside YHA, south of Carlisle a little after 6pm, well pleased with our ride time; just over 10 hours. The youth hostel is right next to Lake Windermere, a really beautiful setting, and after settling in we were met at the bar by local scooterists, the Irwin brothers. After a bite to eat and a few beers, the long ride took its toll and sleep beckoned.



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Haggis, Neeps 'n' Tatties
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Vegetarian Haggis, Neeps 'n' Tatties (V)
Served the same way as our traditional haggis, this also made by Macsweens, uses red kidney beans, for a slightly crunchy texture.



Back on the road by 9am, the scenery through the Lake District was really stunning in the early morning sun. By midday we had met up with Lorna and Paul from The Dead Rabbits, and it seemed no time at all before we met another small group of scooters at The Green Welly.

Red Squirrels

By now the rain, that was to last all weekend, had started but the excitement was still building. The small group of scooters set off up into the Highlands, with a couple of eejits on fully loaded-up Italian shopping mopeds taking the absolute piss out of a large group of adventure bikers who were carefully making their way up the glen in the rain. It wasn't big and it wasn't clever, but it was funny.

Riding through such beautifully rugged scenery was just awesome, and doing it with a little gang of like-minded people on scooters was even better. The final ascent up to Glencoe seemed to go so quickly, and in no time we were at a picturesque campsite: Red Squirrels.

This is a well-equipped site with rocky streams and camp fire pits in every section. Although, by now, the stream had become a river and part of the site resembled a pond. There was a brief lull in the rain; long enough to get the tents up. Then we became acquainted with Buckfast and some nice Scotch Whisky drunk from shotgun cartridges, before we all wobbled down to the pub.

It was now we heard about people waiting in the rain for The AA, and the two unlucky adventurers, Nik Skeat and Acko, who were destined not to make it, despite travelling hundreds of miles

already. They were both rewarded with half a patch each to remember their valiant efforts by.

After a great night in the pub, riding fatigue and drunkenness helped everyone sleep through the rain, hailstones and sleet.

Proclaiming

In the morning, the sun popped its head out briefly so the assembled pyromaniacs could get a fire started, with the help of someone's back-up jerry can of petrol.

There never was a plan to race around a loch, that would have been illegal, and as the weather was just too bad it didn't happen...

Anyway, we'd done our racing on the way up there! There was nothing else to do but invade the pub, take over the section by the log burner and eat, drink and be merry. There are worse ways to spend a Saturday afternoon. The afternoon turned into the evening, and this awesome pub session ended with a Proclaimers sing-along; you really had to be there to appreciate the great atmosphere.

Sunday dawned and the two-day ride home began. Rain, rain and more rain describes it, but with some great scenery. Seven hours to Penrith Travelodge, and another seven hours of rain on the Monday found me home and happy, leaving Russell with another hour's riding. What a weekend!

If I get the whisper next year I'll be back for more underground scootering – it's the future! Thanks to Scott Gray for the invite.

Words: Martin McGowan

Photos: Scott Gray and Martin McGowan



HAYLING ISLAND 2015

Blending the convenience of a holiday camp rally with the relaxed and slightly alternative feel of a SWSC event, Hayling Island continues to attract plenty of people for a late May weekend on the south coast.

We arrived at Hayling early on Friday afternoon and spent the afternoon on the gate avoiding the rain showers. By the evening the venue had filled right up and the main, soul and Darkside rooms were all filling up and buzzing.

The band for Friday were the Hi Watts, who I have seen before but on the night played the best set I have seen them do with an energetic and varied bunch of covers. This kept the crowd buzzing and partying hard until the very end of the night.

Saturday and again the fabled good weather at Hayling Island was back with glorious sunshine. Throughout the day hundreds more scooters were arriving and the large outside area was filling up with a mass of scooters and people enjoying the weather. As usual the rideout was huge with, I would guess, 400 scooters leaving to ride around the Island before descending on a local seafront pub.

One of my favourite parts of Hayling rally is the Saturday afternoon, where, after the rideout, everyone just chills outside listening to the DJs and drinking from the outside bars. The bands in the afternoon are usually a bit different to the norm on rallies and this year continued that theme with the all-girl Ramones tribute band The Ramonas rocking the crowd with their nonstop 100mph set.

As usual there was a mass exodus to the restaurant at 6'ish before everyone headed off to sort themselves out for the evening. The main room was packed by the time I got there at 9pm with the DJs spinning a good mix of rally tunes before the band for the evening, Mainly Madness took the crowd by storm and had the room jumping to a mass of 2-Tone covers.

After the band we headed off for a last drink and catch up in the soul room before calling it a night on the busiest Hayling rally to date.

Andy SWS

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Absent friends

Love them or loath them, 'chops' have been an integral part of our scene ever since the Neanderthal scooterboy first picked up an angle grinder and hacksaw. That said, because of their exposed 'skeleton' the work required to build a custom version often exceeds that of a full body project – it's very hard to hide your stretch marks when you're naked!

The machine you see here was bought as a basic bare frame and engine shell in 2012 for just £150, for the purists it started life as a mint Series 2 Li150 (well, it would have been when it left the factory!).

Owner Rob Brittle has always had a bit of a soft spot for choppers, and decided it was the perfect base for a tribute to his army career, and more importantly the comrades and friends he lost while in service. Rob left the army in 2011, after serving 26 years and fighting in such places as Afghanistan and Iraq.

With such an evocative theme he decided the perfect base for his chop would be associated camouflage effect. But before any covering was applied, quite a bit of welding and fabrication had to take place, which was carried out by James at MAS Restoration.

The frame was cleared of clutter, an integral rear brake designed, the forks extended by 6in and some suitable parts added – like the genuine ammo boxes and bullet-headed rack! The ammo boxes are especially useful; as they not only house most of the electrics but also auxiliary power outlets for phone charger and sat nav – very handy!

“The ammo boxes are especially useful; as they not only house most of the electrics but also auxiliary power outlets for phone charger and sat nav”





Next came the 'paint' or should I say hydro-dipping. If you read last month's edition you should be well up on the process! Once again this came through MAS; Rob went for a one-off desert digital camo effect (a mixture of various patterns) with torn edges, exposing a black carbon fibre base. I must say it is very effective and really suits this build.

It also has various sign-written logos, most importantly the 'Roll of Honour' down the fork stem and the tours of duty on the tank. For me the silhouette of the injured soldier being stretchered either side of the tank is especially poignant.

While the frame was being transformed, Rob (under the 'guidance' of his good mate Rourkey) set about the engine. After completely stripping the casing, it was also dipped and then rebuilt with a 186 Mugello top end, complemented with a 30mm Dellorto carb and chrome expansion.

After almost two years all of the parts finally came together. Rob didn't want to build a 'showy' non-mover though so opted for functionality more the glitz. Saying that, some chrome such as the kick-start, cowlings, pegs/grips, quick action throttle and hand gear change did make it onto the finished article.

His plan was always to build a fitting tribute to his fallen comrades and their families. I think we can all agree that he has done this and more. Not much more can be said except respect and thanks to those heroes.

Words: Dave Oakley

Photography: Richie Lunt



Above: Simple switch and speedometer keep the bars uncluttered.

Right: Hydrographics used to good effect.





SCOOTER DETAILS

Owner: Rob Brittle

Age: 46

Job: Self-employed vehicle technician.

Scooter clubs: Phase 3 Scooter Crew, Armed Forces Scooter Club, International Chopper Owners Club, LCGB.

First interest in scooters: In the 80s it was all the rage and as a young lad I wanted to be part of the scene.

First scooter: Parents bought me a Vespa 50 Special.

First rally: Morecambe in 1985, throttle cable snapped 30 miles before rally so I used a piece of string to compensate. Edwin Starr was playing on the pier that night and as we were lining up to go in the floor gave way exposing the sea beneath us!

How could the scooter scene improve: Go back to the early days... we camped, not B&B or hotelled which made it more sociable.

There's a lot of animosity towards the new style of scooters, rev and goes, I'm all for classic geared scooters but at the end of the day the scene moved on and without progression we don't move on.

Favourite tipple: If I'm thirsty then it's lager, chilled out then it's a bottle of rosé!

Favourite Scootering Magazine features: Top tips are very helpful if more people took notice. Too many riders have scooters and know nothing about quick repairs or simply how to change oils.

Favourite custom scooter of all time: I liked Dazzle for all its engraving, Deadly Webb for its originality but one that sticks out, but I don't think it was featured was the Joker built by Kit Armitage back in '85.

Recommend one item of riding kit: The amount of times we have stopped on a ride out with breakdowns and the rider has no tools!

Name of scooter: Absent Friends

Model: Lambretta LI 150 Series 2

Engine: 186 Mugello, 30mm Dellorto, expansion pipe.

Top speed: Unknown but scarily quick for a chopper!

Paintwork & murals/covering: James of MAS restorations and Craig Northington of Bradford.

Overall cost: £2000.

Advice for anyone starting a project: Multiply your budget by two!

Anything to add: Yes, if you see it please accept I built it in remembrance to lost brothers. Any negative comments please keep to yourself as it was a build very close to my heart.

Favourite dealer: Anthony at Buzzsolomoto and his team, for patience persistence and great knowledge and customer service.

Thanks: James at MAS Restoration, Rourke's wife Kez for allowing me to build my engine in her kitchen in the winter months, Richard Lunt for dropping everything to get this photographed. Finally my wife, Karen for allowing me to spend the money required for the build rather than buying her a new horse.

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MODS MAYDAY 2015

KUALA LUMPUR

The city of Kuala Lumpur witnessed Mods and their beloved scooters cruising around the city on May 2 to celebrate 2015 Kuala Lumpur Mods Mayday organised by the Modern Flashback Scooter Club. Heavy rain did not dampen the Mod spirit as the participants gathered at Merdeka Square for the annual Mods Mayday Scooter Run and more than 200 Vespas and Lambrettas turned up this year.

The Merdeka Square is a historical site and has always been one of the favourite tourist hotspots in Kuala Lumpur and the friendly crowd managed to attract some tourists and passers-by to hang out and take pictures with them. By 6pm the rain has completely stopped and soon the ride set off.

The run covered Jalan Kuching, Jalan Sultan Ismail and the Petronas Twin Towers of KLCC at Jalan Ampang. We didn't make a stop there as we were all heading to the KL Tower in Bukit Nanas. The traffic that day was okay and we received friendly waves and gestures from other road users and also from the pedestrians too.

By 7pm we reached the KL Tower where we had our quick break of cigarettes and drinks. Fifteen minutes later we were back on the road heading to a venue called Billique in Bangsar where the main event awaited.

As we reached it, the sound of Mod anthems could be heard playing from inside the venue. To warm up the dance floor we had a group of local DJs calling themselves the Black Hands DJ or in our local tongue 'Kumpulan DJ Tangan Hitam' spinning cool tunes for the audience.

By 9pm the first band to take the stage was The Riddim Bois, a band from the state of Perak known for old-school ska and reggae by the likes of Prince Buster and others. The second band onstage was The Strikes, a four-piece influenced by the sound of soul and blues with a twist of their own style.

By the time the third band went on the venue was jam-packed with people wanting more music. Next to take the stage was Adnan Othman, an original Mod from the 60s who was on stage for the first time at a Mod event since his band went into hiatus in the early 70s.

A Mod who used to own a Vespa GS160 and travelled 500km one way on it from a state called Terengganu in Malaysia to Singapore to record his album, and he is still a Mod to this very day. The last to hit the stage and the final act of the night was no other than The Woo Hoo, the only original Mod band from Kuala Lumpur.

They kicked off their performance with a Quadrophenia medley playing the Real Me, Zoot Suit and High Heel Sneakers. They also played a rendition of their own songs and some covers of Mod classics from bands such as The Jam, the High Numbers and also Martha and the Vandellas just to name a few. The crowd went crazy throughout their set!

The Modern Flashback Scooter Club would like to thank the Skelly Shop Malaysia, Dropkick Malaysia, Wak Doyok, Scooterphobia Scootershop, Anjung Biz, IIscootKL, Elite, Ale Uto SC, Inspirasi Jingga, Azmi Scooters and also Soulism Indonesia for sponsoring the event. And a very special thank you from the organising crew to all Mods who made it all the way from Perlis, Kelantan, Penang, Kedah, Pahang, Terengganu, Melaka, Selangor, Johor, Singapore and also Indonesia.

It was indeed a day in history for the Malaysian Mod scene with the encouraging response from all local enthusiasts. A night worth remembering and we will see you again hopefully in 2016. God bless you all!

Words: Sam Kodry

Photos: 29 Pictures

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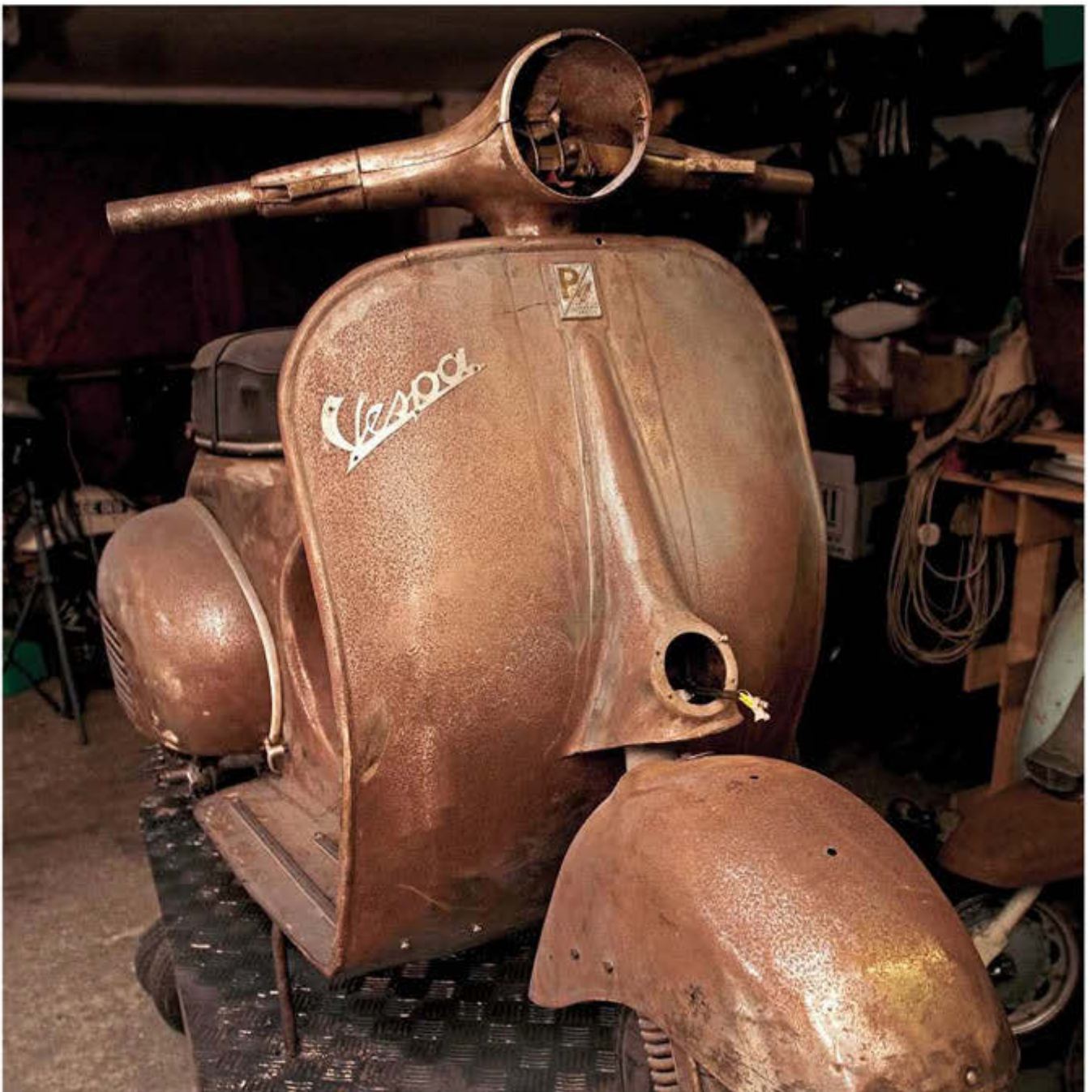
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DOUGLAS VESPA 152L2 RAT ROD PHOTO MULE PART 4

May dawned, and not surprisingly, the Rat Rod missed both its reason for being assembled along with its first deadline. I also realised I'd never be accepted into the A-Team, what with my plan not quite coming together.



Excuses

I say not surprisingly as with anything that's a little bespoke and not quite off the shelf, my timescale turned out to be a little optimistic when considering both my and other people's hectic time commitments.

No to worry, both the Awfully Pleasant rally and Pendine Sands Hot Rod Races will be good benchmarks to test the scooter's capabilities for riding with other machines and smiles-per-mile reliability on a north to south road trip through Wales' stunning country roads. Well, that's my next plan at least...

Hergé's shiny stuff

Since the last 'thrilling instalment' (why do I always think back to Hergé's adventures of Tintin?), the scooter's bodywork has been brought together as a whole again.

Piecing the thing together with old rusted fixings proved to take longer than expected as any pre-used nuts, bolts and washers are all piled together in one container rather than neatly stored in containers of like-sized fixings such as the new nickel plated ones normally employed when I reassemble a scooter.

One place I did allow myself the luxury of shiny new fixings were the six studs, nuts and washers that retain the nearside side-panel. Tucked out of the way, their pristine condition shouldn't be noticed and will at least ensure all the thread lengths are the same with good-sized matched washers to cover the adjustment holes without letting the nuts fall through the holes.

This style of Vespa side panel may be a pain in the ass to initially fit and inhibits a panel change to quickly alter the appearance of a machine, but once secured it at least gives a cavernous store space.

Front end frolics

Assembling the forks gave me a few moments of reflection wondering where each of the pieces were supposed to go. I couldn't rely on my memory because when I'd taken ownership of the scooter it was completely stripped.

I'm reasonably conversant with differing Lammie fork and hub internals, but piecing the 152L2 forks together left me wondering briefly what was what.

Stepping aside to credit the original design of said forks for a moment, if I may, it must have worked though as after the dual action hydraulic damper was fitted they were only treated to slight modifications and a wheel diameter increase from the early Fifties through to when the Rally was phased out in the late Seventies.

Adapting and back dating

All the examining and Winnie the Pooh-style pondering though did leave me with an increased fondness for this much overlooked model. The one-piece front mudguard and four bolt pattern wheels reminding me of early GSs.

Mind you, the two-piece pressed steel headset enclosing the fork clamp and control cable operation certainly gave much better access than the enclosed cast aluminium items fitted to VBBs, GSs and the like.

It left me questioning which were the prettier commuter scooters, the 125U or the 152L2, their relative merits and why Vespa invested so many resources into developing parts for what became single model runs of base level machines.

Anyways, back to practicalities...

To retain the vintage feel of the scooter I elected to replace the T5 in-line rear brake switch with a more belts and braces retro looking item operated with either a chain or spring, whichever I'm not sure yet and depends on what I can find in a suitably patinated finish.

Speaking of which a pre-used, run down look also presented a problem when sourcing runner strips and panel rubbers; white ones as fitted to this era machine are thin on the ground apparently.

After some digging in old parts boxes I managed to rummage out some that I took off a Bahama gold Sportique Supreme back in the early Eighties.

At some point they'll have to be returned as that machine will be built in the near future as I'm sick of it hanging around as a rusting hulk and want to see it back on its wheels. That, though, as they say, is a different story.

Richie

Next month should see the instalment that shows whether all the effort has been worth it, miles will have been ridden and some sort of impression of the hoped for improvements will have been made. Well, that's the theory at least...



Above left: Headset bottom and access of maintenance access. **Above middle:** Two-part pressed steel headset showing fork clamp that neatly pulls the two halves together. **Above right:** Panel studs ready to be trimmed.

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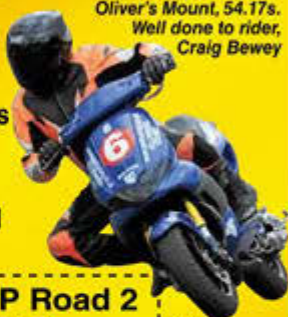
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Series 3, 1965, chrome ring front disc type, 175cc, 100 miles since rebuild, buyer collects cash only, £4850 Tel. 07891 843529. Kent

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1999, 20,000 miles, MoT September, £500 Tel. 07494 130629. West Midlands

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auto scooter, 264cc, 560 miles, still under makers warranty, MoT at point of sale, £2200 Tel. 01209 820793.

VESPA

Douglas, 1962, VBB, 177cc, 53,000 miles, £2000 Tel. 07973 109669.

VESPA

1965 150cc, ex Indian Army, now registered and MoT. Tel. 01661 831801. Northumberland

VESPA

1961 Sportique, original paint and engine Sportique with a 10 wheel conversion, runs beautiful, classed as a 125, £2500 Tel. 07534 814024. London

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Ltd Edition, 250cc, 2006, 12,000 miles, £3275 Tel. 07939 008531.

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with chrome accessories, windscreen and back rest, fsh, garaged, £2200 Tel. 07791 357774.

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1000 miles, hardly used, bargain £2800 Tel. 07774 262702. Kent

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VESPA PX125



1980s matt black - cut down, been stood for over two years, needs slight attention, £550 Tel. Paul 07935 036322. Lincs

VESPA PX125



as new, been kept in garage, 125cc, 360 miles, helmet comes with bike, £2550 Tel. 07739 666964. Derby

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VESPA PX125



EFL, Malossi 166 kitted, new rings, long stroke crank, 28mm Dellorto carb, PK lightened flywheel, £1900 ono Tel. 07896 996049. Leics

VESPA PX125



Ltd Edition, one of only 50 in the UK, only 5 miles on the clock never ridden registered in 2015, £3500 Tel. 07762 180838.

VESPA PX125E



166, 2001, 51 plate PX125E reg, with a Malossi II 166 conversion, 10,500 miles, MoT, £1750 Tel. 07768 553814. Bolton

VESPA PX150E



Piaggio, always been garaged and never ridden in winter, in original vgc, 3269 miles, MoT, £1200 Tel. 07926 161974.

VESPA PX200



Original stock standard PX200 with genuine full history, vgc, original paintwork, very low mileage, MoT, electric start, £2999 Tel. 07866 565125.

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Series Special Custom, fully rebuilt, bare metal repaint with air brush Jimmy panels, many new parts, £3200 Tel. 07841 073408. Yorkshire

VESPA SPRINT 150



1967, mint condition, silver, backrest, crash bars, spare wheel, sports exhaust, low mileage, £2995 ono considered Tel. Dave 01932 786030 eves. Middx

VESPA SS180



1964, stunning, 180cc, 2005, £7500 Tel. 07831 755306.

VESPA VBA



Douglas 150, 1959, new seals fitted stripped & powder coated just needs electrics finishing off call for more details, £1600 Tel. 07880 680682.

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1961, 125cc, 4400 miles, Whitewall wheels, years MoT, just been serviced, £3000 Tel. 07908 058198.

VESPA VBC



vintage 1960s, 150cc, is a awesome street-legal collectors items that is a blast to ride, 10" wheels for more stability at high speeds. Tel. 07572 857876. London

VESPA VBN1T



1959, very rare real Italian, 150cc, 2002, £3000 Tel. 07575 758299. London

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2013, loads of mods, 160cc, 3200 miles, reg as 125, £1750 Tel. 07780 858590.

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49cc, colour white, windshield, 1400 miles, £750 Tel. 01243 373893.

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YAMAHA XP500



Tmax Mark 3, 2010 model, vgc, less than 8000 miles, fsh, totally standard with the addition of an Ermax rear hugger, £4195 Tel. 07773 579181.

AUTOMATICS

APRILIA ATLANTIC 500 Sprint, 2006, as above, 31k, MoT Sept, good condition, but needs rear tyre & steering head bearing cleaned & greased, been standing but tidy, not mint condition, not crashed or dropped, first time starter, no smoke leaks or other noises, engine, trans, electrics spot on, some accessories, £750 no swaps or p/x Tel. 07734 135282. Cheshire.

HONDA NSC 2013 110 E-E scooter, excellent condition, very low mileage, 169 miles, almost new, £1600. Tel. Lan 07850 004344.

KYMCO LIKE 200 125cc, grey/silver, with 30 litre Kymco topbox and Puig screen, reg Oct 2012, vgc, no scuffs, scrapes or scratches, just had 6000km service (all services done at Kymco dealer), all paperwork present, kept under cover, excellent acceleration, 90mpg & top speed about 65mph, £1150. Tel. 01508 522014. Norwich.

KYMCO SENTO 50 Pink Vespa style, German import, this scooter was driven only twice, there are few scratches on the right hand side, it was safely stored in a garage and is in top condition, bought in Germany and was made to look like original Vespa, was never sold in UK, viewings available and opened to offers, £1500. Tel. 07922 256651.

PIAGGIO HEXAGON LXT 180, Hexagon 180cc two stroke, excellent as new condition, registered May 2003, owned from new and always garaged, genuine mileage 800k that is less than 500 miles, new battery, excellent starter, on Sorn, no MoT, £900. Tel. 07939 658295.

RALEIGH ROMA 1962 unfinished project needs restarting, everything there, but not bolted together! All documents, original manual, some spares, second owner from new & knew the original buyer, very rare, lovely little scooter, £750. Tel. 07920 022540. Brighton.

LAMBRETTA

LAMBRETTA GP200 1969 Italian GP200/225 DL correct numbers, will consider p/x with cash my way for another scooter, original paint, £6800. Tel. 07881 339082.

LAMBRETTA 125/175 GP scooter nice bike, worth 3k, panels wrapped northern soul theme, under 300 miles since engine done with receipts, 1981, X reg, history from build, couple of nice touches, black n grey not Jan 2016, looking to swap for nice, modded up Vespa, £2900. Tel. 01744 730167.

LAMBRETTA 150 Series 1 (non framebreather) in original unrestored condition, tax and MoT exempt, scooter has no rot and is straight, recently I have had a 186cc kit fitted to it with TV spec porting brand new SX crank mag flange seals and bearings plus a 20mm carb scooter is still being run in with no problems, £3000. Tel. Dave 07779 541626.

LAMBRETTA GP RB225 1984, MoT August 2015, registered as GP200, currently on Sorn, £2800. Tel. 01234 439207.

LAMBRETTA GP200/225DL 1969 Italian, will consider p/x with cash my way for another Italian GP do like an original paint, anything considered, why? £6800. Tel. 07881 339082. West Sussex.

LAMBRETTA GPTSI 225 1971, red, 4 speed manual, great condition, clean engine, 8 previous owners, engine has been returned from 150 to a 225, MoT Jan 2016, £4500. Tel. 07771 501486.

LAMBRETTA LD150 in need of restoration bought in 1956/57, it has been kept in dry storage for all those years, as far as we can tell all the parts are there, it is an early model with two seats, have original log book and early tax discs, hoping someone would like to restore this rather than sell for parts, photos available on request, £1900. Tel. 07765 082521.

LAMBRETTA LD150 excellent condition, this Italian built Lambretta was dry stored by original owner from 1964 until being found in 2013 by the engineer who carried out the restoration, £3650. Tel. 07952 536584.

LAMBRETTA LI125 Special, mint condition, mileage 53,893 miles, nut & bolt restoration 1998, restored to original colour, £3200. Tel. 07920 796562.

LAMBRETTA LI150 Series 2 LI150, 1961, recently imported and UK registered, MoT and on the road! Unmolested and untouched, original 6V points/electrics, no rust or rot and completely straight, ideal to ride as is or a real easy resto, £2200. Tel. Dave 07920 148699. West Midlands.

LAMBRETTA LI150 Italian, fully restored in gold fleck blue and off white, front and rear racks, tax free & MoT, lovely scooter, serious buyers only, £2250. Tel. 07019 854531.

LAMBRETTA LI150 1966, great condition, superb running condition, lovingly restored to a very high standard, fully rebuilt, engine overhauled & metallic painted, fully chromed, original body panels, new tyres, spare tyre, electronic ignition, £3500. Tel. 07404 652427. Milton Keynes.

LAMBRETTA SL125 Spanish Lambretta from 1989, latest models, 12V, engine block ready for electric start, just fully restored & professional paint work, before restored the engine had 3000km, starts in the first try, everything in the scooter is new, more than £2000 spent in spares, £2300. Tel. 00346 60065656. Madrid, Spain.

LAMBRETTA SX150 1969, SX150 with new 200cc engine, fully rebuilt 60 miles ago, SX200 side panels, horn casing & mudguard, all white with antique red seat, rear carrier & backrest, flyscreen & chrome footrests, looks well, goes well, MoT for 12 months, £3850 ono Tel. Paul 01709 372315. South Yorkshire.

LAMBRETTA SX200 Italian scooter 1966, genuine Italian 1966 SX200, owned this for seven years now all paperwork in my name, genuine nice road going scooter that is in useable condition & pretty much standard spec with all the right bits still attached, just had full service inc two new tyres & new MoT so ready to ride, £5100. Tel. 07417 822700.

LAMBRETTA TV175 1964, all white, full MoT, new panels, red seat, Whitewall Contis, owned since 03/12, £3600. Tel. 07843 561893.

LAMBRETTA TV175 1962 TV175 restored to the highest standard back to how nature intended it apart from 12v ignition, 6 digit no plate, £5250. Tel. 07904 813404. Rotherham.

LAMBRETTA TV175 Series 2 cut down, Italian, clear and un tampered with frame and engine numbers (1961), registered on a 'Q' plate with V5 (80's cut down style), £1950. Tel. 07794 684015. Kilmarnock.

VESPA PRIMAVERA 50 2T brand new, never used, mileage on the clock is on three miles, won the scooter in a competition & currently don't have a use for it, always been stored in doors, £2200. Tel. 07875 429278. Milton Keynes.

VESPA PX180 51 reg, great condition many extras, Sorn at present as one rear indicator not working easy fix, 29,000 miles, £1895. Tel. 07808 515914. Hemel Hempstead.

LAMBRETTA PARTS

CONVERSION RIM 8" to 10" conversion rim fitted with Michelin tyre in great condition to fit Vespa super model no hassle just bolts straight onto hub, collection or postage to mainland UK only £12, £35. Tel. 07901 917545.

LAMBRETTA AF tubeless wheel rims x two Michelin tyres, new fitted wheels new, silver, £120. Tel. 01622 208672; 07849 652620. Kent.

LAMBRETTA GP125 ENGINE bought as a reconditioned unit March 2007 and never used, complete with new carburettor exhaust and engine covers, £470 ono Tel. 07821 026763. North Wales.

LAMBRETTA PARTS pair LI/TV side panels, clip on type, £75. LI Horn casting, £20. Front Hub LI, £50. LI front mudguard, £20. Spanish 150 gearbox, £50. 2 x 200 barrel/piston & heads, £30 each. 12V electronic flywheel & stator to fit 150, £75. 150 crankshaft, £30. LI/TV kickstart, £10. Tel. 07850 529018.

LAMBRETTA SX Jet 200 frame, excellent condition, powder coated in black, no paperwork, £650. Tel. 01922 458228.

SMITHS CHRONOMETRIC Speedometer, 120mph side trip speedometer, fully reconditioned and calibrated for ten inch wheels complete with grey cable, £360. Tel. 07866 720333.

VESPA

VESPA SPRINT 150 1967 classic scooter with the important 'V' chassis number indicating that this is a genuine Italian model, not a replica from Vietnam or India, original chrome, new tyres, runs & drives, rear seat, mirror, spare wheel (with new tyre) and holder also available, chrome AA badge, replacement rear light lens on order, currently Sorn, good project, needs paint, comes with dating certificate from the Veteran Vespa Club, 14745 ono Tel. 07779 691390. Scotland.

VESPA DOUGLAS 125 fitted with P200 engine, registered as 125, Malossi sports exhaust, Ancolli sports seat, recent respray claret in colour, reliable used daily, only selling as want an auto Vespa, first to see will buy, pics on request, £1800. Tel. 07917 557021. Essex.

VESPA DOUGLAS VBB Sportique, 1965, 150cc fitted with 177cc Polini kit, red, lots of period chrome, Continental Whitewalls, new carb, expansion chamber, ready for MoT but expired, paintwork excellent condition, starts first kick, £2295. Tel. 07741 304631.

VESPA PK125 X reg, 1983, had total rebuild, 2014, lovely paint metallic green, with custom wrap The Joker can be removed, 11 months MoT, starts and runs like new, £1800. Tel. 07887 413748. Southampton.

VESPA 300 GTSIE hardly used, front fly screen, excellent condition, great buy bargain. Tel. 07774 262702.

VESPA ET2 50cc, this is a good sound scooter, had a top end rebuild in July last year, brand new Gianelli exhaust which was de-restricted in January last year, up jetted carb and free flow air filter, restrictor taken out of the drive, has also had new variator rollers and drive belt in January this year, has just had a basic service including oil pump belt and new battery, custom seat cover made and professionally fitted a few age related scratches but nothing that cant be touched up, includes genuine Piaggio Vespa top box, full 12 months MoT, £700. Tel. 01845 524162.

VESPA GS150 1959, rebuilt, resprayed original silver, original engine, new tyres, photos of rebuild, runs great, lot's of spares, £6500. Tel. 07805 356947.

VESPA GT60 very rare, only thousand ever made, 700 miles, reg 2013 from new, immaculate, £5300. Tel. 07522 938296.

VESPA GT60 Limited Edition, number 3** of 999, excellent condition and less than 16,000 km (or approximately 10000 miles), it comes complete with the full Limited Edition pack and two keys, including the red one, £3250. Tel. 07830 229026. Berkshire.

VESPA LX125 3V, really good condition has only been used around the city so has not been abused on long journeys is a 63 reg, £2200. Tel. 07539 511757. Newcastle Upon Tyne.

VESPA LX50 2013, black, cream seat, two helmets, chain lock & cover, £1800. Tel. 07902 595137. Wolverhampton.

VESPA PIAGGIO GTV125 Portofino Green PM exhaust, 125cc, fitted with PM tuning stainless exhaust, mileage 10,000 (speedo displays km), portofino green, new belt and rollers fitted last year, excellent runner, customised with First World War vinyls, a mixture of printed and cut vinyls but all can be removed if they are not to your taste, paintwork in very good condition underneath, they are not covering anything nasty, £1800. Tel. 01706 663146. Oldham.

VESPA PK 50 1989 PK50, 75 Polini fitted, good condition, MoT spare wheel, sport seat, 50 cylinder kit inc, £1000. Tel. 07538 333491.

VESPA PK125 in nero black, only 2947 miles on the clock, full service history, manufacturer warranty until the end of June 2013 plate, only owner from new, runs lovely real head turner, very clean scooter, no test rides, Fred Perry decals, £2300. Tel. 07727 557111.

VESPA PX125/166 1980 PK125 with 166 kit drop bars zip seat leg shields have £450 of air brushed art work, Revolver exhaust but when he put it on he never used exhaust rubbers and the vibration has snapped the barrel at exhaust port so will need new barrel, two new Conti twist tyres, no tax or MoT, very nice looking scooter first to see will buy was in daily use until barrel snapped, £1100. Tel. 07760 188371 to arrange viewing. West Midlands.

VESPA PX125 T reg, project scooter, complete, runs, everything works, but rusty garaged last six years previous owner, £350. Tel. 07745 162760. North Lincs.

VESPA PX125 2014, only three months use, still under warranty, vgc, £2500. Tel. 07827 275433. Brighton.

VESPA PX125 0707, in black, good runner but a bit scruffy and needs some tlc, particularly the side panels, 4166km on the clock, MoT until August 2015, comes with backrest & rack, Whitewall tyres & has had recent new exhaust fixed, £1200. Tel. 07837 293136.

VESPA PX125 standard PX125, 03 reg, vgc for year, new tyres just been serviced, was used purely locally for backwards and forwards to work, only in nice weather, MoT till August, only selling due to new scooter, service history & viewing welcome, £1550. Tel. Mark 07836 500048.

VESPA PX200E black PX200E, excellent bodywork, refurb Sept 2013, SIP Road 2.0 exhaust recently fitted, £2000. Tel. 07951 108911.

VESPA PX125 c1982 restoration project partly dismantled, engine complete, floor footboards rusted need repair, rest of body and tinware good, £295. Tel. 01634 843803. Kent.

VESPA SPRINT 150 1967, nice Motovespa Sprint 150, styled exactly like the SS180, running order to restore or ride as is, have the Spanish registration doc, it's not reg in the UK, no swaps or crazy offers please, can deliver along the M4 corridor as long as arranged in advance, £1275. Tel. 07769 891770. Swansea.

VESPA VBC 150cc, vintage 1960s VBC 150cc is a awesome street-legal collectors items that is a blast to ride. Motor is a VBC model with 12 Volt CDI electric upgrade for better reliability and has 10" wheels for more stability at high speeds, a real head turner, £3200. Tel. 07572 857876.

VESPA SMALLFRAME 50S with DR 90 Kit, installed on it, 1978, £995 ono Tel. 07511 258872.

VESPA PARTS

PM TUNING PM68 EXHAUST for Vespa GTS with injection, hardly used, great condition, after £250 ono, collect only near Gatwick. Tel. 07766 533363. West Sussex.

T5 M1 AND RALLY SEATS have two M1 T5 seats and 1 rally 200 seat the T5 ones are in good nick ie springs are good, one needs recovering, the other you could put straight on, one has Hard Craft on it. The rally one is in very good nick and have some other things ie speedo mph for a 50cc and an old one was off a old P2 been told its from a USA scooter, also have a standard exhaust for a 1999, 180 runner & some other scooters 125 & P2 have small side panel for a 50 looking for offers. Tel. 07814 624969.

VESPA GT125 2004, carb, £30. Used coil, new, £10. Michelin tyre, 130/80/10, new, £25. 100/90/10 tyre used, £10 can post if required. Tel. Bob 07599 896631. Cheshire.

VESPA GTS seat in black with white pipping in very good condition, £50. Also GTS standard exhaust in very good condition, £50. Both item's came off my 13 reg GTS. Tel. 01226 297643; 07979 632243. South Yorkshire.

VESPA GTS PM68 EXHAUST PM tuning, will fit 125 to 300cc model with fuel injection, hardly used in great condition, looking for Collect from near Gatwick, £250 ono, collect from near Gatwick Tel. 07766 535363.

VESPA SS180 GS160 standard exhaust, as new possible unused, nos painted black, £60 ono. Tel. 01932 786030 evenings weekends. Middlesex.

VESPA T5 ENGINE complete T5 engine with all cowlings, rear hub & electrics, bought to use in a project, never had it running but was told it was running well before taken out of frame, motor turns over & barrel is in good condition with no major marks or scores but I would have stripped engine to check before use, offers and I can courier to you located in Scotland Tel. 07954 160140.

VESPA SS180 genuine seat, complete, black, grey piping requires foam rubber interior pad, £80. Universal high back rest with black pad as new, £30 collect only. Tel. 01932 786030 evenings weekends. Middlesex.

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LAMBRETTA Series 1, 2, 3, with a tuned well set up engine, TS1, Mugello Imola RT casa etc, upto £5000 cash waiting, please ring for a chat. Tel. Paul 07968 728822.

LAMBRETTA L15 Silver Special, 150cc, must be in good condition, cash waiting for the right bike. Tel. James07746 911148. Scotland.

SCOOTER PATCH mid-Sussex saints scooter patch from Newark 1984, your price paid. Tel. 07900 803132. East Yorkshire.

TRIUMPH BIKE or spares p/x or buy. Tel. 01634 843803. Kent.

VESPA T5 engine cases required for project, ideally matching halves, but anything considered, even a full engine. Tel. 07900 803132. East Yorkshire.

VESPA TWO FRONT RACKS low sets Florida bars, no gems as new, good condition, suit SS180 and Sprint 150, 1960s, 1970s, vintage for restorations. Tel. 01932 786030 evenings weekends. Middlesex.

WANTED PX FRAME 2008+ after a Vespa PX frame rot & dent free any colour, but pref to black don't need a reg/vin as it's only a replacement, no silly prices. Tel. 07891 323376. North Wales.

MISCELLANEOUS

LP RECORD Secret Affair - Glory Boys, 1979, genuine one owner, vinyl LP record in lovely condition, sensible offers invited, will post signed for safe delivery. Tel. Mike 07748 543611. Cheshire.

MA1 ORIGINAL dated, 1970, this is the early one with the full wool lining not the modern polyester, very rare all original, some small holes on cuff and waist band, size XL original Scovill zip, colour olive green, £150. Tel. 07863 547773. London.

MAGAZINES three boxes full of scooter mags: Scootering, Scooter Scene and Scooter Scene, Scootering has at least last five years full issues right up to latest issue with the DTC Lambretta, £50. Tel. 01977 518367.

SCOOTERING MAGAZINES 340 pristine immaculate Scootering magazine, magazines from the very first edition in 1985 to November 2914, all look like they have never even been read, fantastic collection, offers - to be collected only. Tel. 07832 488493. North Yorkshire.

THREE BUTTON SUIT Prince of Wales suit, Ben Sherman Camden style, vgc, jacket 40L, trousers 34W 33L, look sharp for IOW, £40 inc p&p Tel. 07779 427373. Shropshire.



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STICKY'S 15

Scooter Touring Upgrades

Sticky's latest adventure sees him riding his Lambretta around 5650 miles through 19 countries around Europe over 47 days or so, but what preparation did he make to his scooter before undertaking such an adventure?

Well, he's kindly listed the top ones here together with the hows, whys, and do you mind if I don'ts – plenty of which are applicable to other scooters too by the way.



Tyre pressure monitors:

These handy little valve caps purchased online take the trouble out of monitoring tyre pressures on a long journey. Available in many different pressure options the colour of the insert changes from green to red if the pressure drops below the pre-determined level.



Preparation – gaskets under seat or panels:

A top tip from the York SC boys is to store spare gaskets flat on your scooter without damaging them by creasing them. They use the base of flat race seats for this trick, but I simply gaffer taped mine inside the side-panel inside a strong plastic bag.



Upgraded instruments: You could go mad and fit loads of gauges, but this is a classic scooter, not the deck of the Starship Enterprise, so I'm happy to stick with the original-looking SIP speedo driven from a magnetic pick-up on the front wheel. It has an accurate speedometer rather than a windscreen wiper, an inbuilt rev-counter and most importantly a resettable trip counter so you can see just how far you've travelled on each fill-up. I now run the temperature sensor over the top of the plug ceramic as per Scotty's tip in *Scootering* 347.

Headlight upgrade:

If you still have a headlight that uses incandescent bulbs then the first step should be to upgrade to a halogen headlight bulb of a suitable power output. Be aware that many of the low-output ignition systems based on the IDM four-pole stators (Varitronic, Vespatronic, Casatronic, Parmakit, Polini etc.) do not supply much electrical output at low rpm, thus if you fit a powerful halogen bulb (55/60W) you can expect the headlight to dim at low rpm and even more so when you apply the brake.

The next upgrade is to a better lens – for Lambretta S3 then the clear glass Jockey's Boxenstop halogen gives very good light from only a 35W bulb. For Vespa PX the current clear glass MY headlight is a worthwhile upgrade. On Vespa GTS be very careful about upgrading the bulb wattage too much and leaving the lights on while stationary.

If you run a full 12v DC (battery) electrical system then there are two modern technologies that can improve light far beyond the output of even the latest high-output halogen bulbs.

Recently high-voltage Xenon HID conversions have reduced in both size and price to a point where it is practical to fit them on a classic scooter if you are prepared to do a little messing about to find a home for the ballast and relay boxes. You can pick up a scooter-adaptable HID kit for less than £10 now on eBay, but it's still more trouble than most will be prepared to go to.

Simpler to install than HID, but still impressively bright, are some of the latest LED conversion bulbs from the orient. These automotive LED conversion bulbs still kick out a lot of heat so the bulbs tend to either have large fans or heat-sinks on the back.

Fit a GPS/sat nav mount: I'm still not clear why dedicated motorcycle sat navs cost three times as much as car ones. If you are happy to only have visual guidance then you can purchase 'waterproof' holders with handlebar mounts for around a tenner from eBay.

These feature adjustable ball-joints which I rearranged to bolt through my legshield toolbox using a long M5 bolt and penny washer. The casings tend to be highly reflective so if you can hide the sat nav behind the legshields or a flyscreen it'll be a lot easier to read.

For those who operate better by audio instruction, a smartphone in your pocket running Google Maps navigation via an earbud is a workable solution as long as you have a data connection.



Power socket for GPS:

One advantage of the Casa/Varitronic/Vespatronic type ignition is a second output wire from the stator and regulator that can be used to power 12v DC devices or better still, recharge a small battery. I picked up a small 2.3 ampere-hour sealed lead acid (SLA) battery for the inside of my toolbox.

This has been wrapped in old inner tube to protect it from damage and insulate the terminals from tools. The output is fused, has an in-line switch and uses Wago lever connectors to form circuits both to a 12v lighter socket (for my sat nav) and also a couple of 5v USB charging points inside my top-box.



Screen: I know from riding Vespa T5s that even a small screen makes a big difference to comfort and aerodynamics once above 60mph. I always wanted something for a Lambretta, but not a hulking clamp-on Mod-style screen, so I went to Nigel from Carbon Guard UK with the idea for a vacuum-formed screen that fits simply with cable ties. The net result is the Coast-to-Coast screen, with versions for TV/SX headsets or for GP. These cheap, but surprisingly effective plastic screens are to be found on the Carbon Guard eBay store.

Fit a mirror: While never a fan of mirrors they are actually a legal requirement on two-wheelers in some countries; such as Italy. They are also handy for keeping an eye on your riding buddies without constantly craning your neck like a paranoid owl.

Long range fuel tank: It should go without saying that increased fuel capacity is useful when touring. Long-range tanks are available for both Vespa and Lambretta but demand compromises. For Vespas it often means using a fuel pump if the tank is extended deeper into the chassis. For Lambrettas it means losing the standard airbox and possibly the toolbox. Just recently I fitted an Oiltek long range tank made in 3mm thick aluminium. It is a great solution due to the intelligent fixing arrangement and the fact that the tank comes free of the swarf or metal polish found in some rival tanks that has been blamed for much recent engine damage by scooter tuners.



Puncture prevention – filling wheels with Puncturesafe etc: No matter whether you run tubed or tubeless tyres, adding a puncture sealant provides an extra layer of protection against a sudden loss of inflation. A bit like necking a Viagra before your wedding night. Some puncture sealants are not intended for use in tubed wheels. However we tested

Ultraseal (now called Puncturesafe) many years ago by hammering a nail into a tubed Vespa wheel and it stayed perfectly inflated and safe to ride on after the nail was removed. In these days of litigation companies are far less likely to recommend puncture sealants in case they get sued when their product fails to seal a badly damaged tyre. Just remember that this can never be a failsafe solution to punctures and will

only work in some cases. Fitting a puncture sealant should never be a replacement for occasional tyre checks while touring. In fact, regular inspection is perhaps even more important because you might spot where a dangerous object has penetrated the wheel but the sealant has done its job. In that situation it would still be wise to replace the tyre, but that's still far preferable to using your chin as a brake.

Get a comfy seat or fit an Airhawk cover:

Oh my, Airhawk seat covers, where have you been all my life! This accessory can literally double the distance you can ride before you get terminal arse-ache. The cover contains an adjustable air bladder with several chambers that you can gently inflate by mouth.

The trick is not to overinflate so you feel like you are riding a space-hopper. Instead adjust air volume so that your buttocks just touch the seat. This leaves your sensitive behind supported over a much wider surface area than a normal narrow classic scooter seat. If you do serious miles then I guarantee that this will be the best touring purchase you'll make.



Take the right

tools: Even if you are to mechanics what Cyril Smith was to ballet, it is still worth carrying a full set of tools. Even if you don't know which end of hammer to use, you may meet someone who can help, but won't be able to if you don't have the all-important special tools. Think hub puller, flywheel extractor and clutch compressor etc.

The challenge when selecting scooter tools is strength versus weight. I prefer 3/8 drive sockets as a compromise but don't expect a 3/8 drive ratchet to cope with really tight fasteners like Lambretta rear hub nuts. For stuff like that I carry a long 'breaker bar' to increase leverage without the risk of mashing a ratchet mechanism.



Luggage upgrade:

If you ever watch any motorcycle touring documentaries then you'll probably have noticed that the first things to fail are usually overburdened luggage systems and racks.

The line between strong enough and too bloody heavy is a fine one to walk.

Given that I wanted to carry a top-box and a spare wheel on my horizontal rack I thought it wise to beef it up a bit with some additional welded supports. Whatever luggage system you decide on, make sure it is strong enough for the gear you plan to carry.



Loctite Everything: Single cylinder vehicles vibrate, and vibration makes things come loose and fall off. As such it is wise to add a dab of Loctite threadlock (the milder one) to any small and vulnerable fasteners such as cowling screws. Another tip is to replace Nyloc nuts and spring washers with new ones occasionally because after a few removals they substantially lose their locking effect.



Extra storage:

If you are disposing of a toolbox to gain fuel capacity then you might need to add storage elsewhere. On my SX this takes the form of a small legshield toolbox and also an additional British-made stainless steel box purchased from eBay which fits between the running board support arm and one of the number plate bolts. You do have to remove it to swap a rear tyre, but as a space to carry an extra couple of litres of oil it's invaluable.

Gone touring

Simple mods for Vespa GTS Touring

My big scooter adventure for this summer is to Vespa World Days in Croatia, a 3000 mile camping trip, which by the time you read this I'll hopefully be home from.

As with any scooter tour or adventure, planning is critical if you want the journey to go as smoothly as possible. Obviously the scooter itself is important and because my Vespa GTS 300 is new it comes with a two year European warranty, so in the unlikely event that something goes wrong it could be fixed by a Piaggio dealer in any of the 10 countries we'll be riding through.

So aside from the factory fresh mechanical preparation, here's what I've done to prepare the scooter for long distance use.

lggy

Front and rear genuine Piaggio racks for luggage:

Pipe lagging on top bar of rear rack to stop it digging into my pillion's back! Standard horncast replaced with cheaper carbon effect item to avoid drilling the original one. Scooter can be put back to standard later.

Body protection: Side panels, glovebox door, across the front frame seam and under front carrier rubber feet fitted with invisible clear vinyl to protect the paintwork from panniers/bags etc. Carbon 'Super' graphics also fitted by Image Works, Ilkeston.

Standard Seat: Fitted with medical grade gel pads front and rear for improved long distance comfort. It cost £120 from Alan's Custom Covers UK.

Wiring harness: Fitted to battery and fed through under the front of the seat for heated vests. The vests are perfect for cold mountain passes and it means you don't need to carry as many layers.



Mirrors: With integrated indicators fitted, a bargain at £20 from eBay. Front luggage will obscure the standard front indicators so these are an important safety feature.

Sat nav mount: One of the standard screen mounts was swapped for a RAM mount to attach the TomTom Rider. I'm using an Interphone sat nav at the minute but it isn't very user friendly compared to the Rider so will be swapped for the journey.

Screen fitted: To keep windblast at bay and insects away. This was also vinyl wrapped to tie in with the black/carbon on the rest of the scooter.

Heavier bar end weights: Fitted to compensate for the additional weight of luggage, standard rear shocks set to maximum preload.



12v charger socket: Fitted to pump up/deflate airbeds and provide an extra charge point for phones/heated clothing if needed. There's also a USB point inside the glovebox.

Small but powerful 8000mah battery pack: Fitted inside glovebox door using Velcro. It can be used to recharge phones, camera batteries etc. on the move or while camping.



Scooter Touring the best way to travel



Andermatt in the Swiss Alps.

If you're reading *Scootering* then it's a safe bet that you have a scooter. We are therefore all members of 'that club' which understands that a motor-scooter is not only a great tool for beating traffic, but compared to being in a tin box of a car, is also the best way to truly see the world.

The planning

Whatever the capacity of your engine, scooter touring is a more pleasurable alternative than going directly from A to B. It's something I try to allow for these days wherever possible, an opportunity to get off the motorways, explore the less travelled roads and discover places and things I've not seen before.

This is equally applicable to a British scooter rally as it is to an overseas adventure with plenty to see throughout our green and

pleasant land without even thinking of getting a ferry anywhere.

Whether it's riding over the Yorkshire Moors on the way to Scarborough, crossing the Peak District when taking the scenic route to Morecambe, or leading friends along the A370 through rural Somerset en route to Weston-super-Mare, they've all turned what could be potentially mundane journeys into far more memorable trips, and all it took was a little more time and a vague plan.

None of it was far off the beaten track, we just shave a few corners here and there and hey presto, a scenic road!

The mission

As I said last month, the target was the Rimini Lambretta Centre open day, and with planes, trains and automobiles generally hateful forms of transport, a good scooter seemed the logical choice, and after years of experience the Suzuki Burgman 650 sprung to mind immediately as the one for the job.



"Whether it's riding over the Yorkshire Moors... crossing the Peak District..., or leading friends along the A370 through rural Somerset en route to Weston-super-Mare... all it took was a little more time and a vague plan."

The underseat storage space is complemented by an accessory Givi topbox which together took enough clothes, cameras, iPad and chargers for two people to spend 10 days or so on the road.

But which road? As much as I wanted to get there fast, the reason for taking a scooter was to enjoy the ride, and not just because I was flying past cars at great speed on the autobahns. As such, the plan was left open so we could literally follow the road and end up where it took us. As long as we were at the shop on time.

Getting there

Many years ago a band manager/driver told me the only way they'd consider crossing into Europe was on a ferry from Dover to Calais. As he explained, if you miss one, there's usually another within an hour, and

if a boat breaks down the rest simply sail around it.

I was reminded of this while waiting for an unacceptable amount of time at the Eurotunnel on our way to Italy. A lack of information for both customers and staff on the ground saw us hanging around at the terminal until gone midday because just one tunnel was being used due to a breakdown (or power cut, I'm still not sure).

When it was then suggested that the delay could continue until early evening I got onto my mobile and within 10 minutes had booked a ferry crossing and we were heading down the road to Dover to catch it. Sorted. And the last minute booking was no more money than the Chunnel either.

Also worth remembering is that if you break down in Europe, the Chunnel won't let you push or tow your scooter on to its trains, while

ALPINE PASSES



Although I've ridden across the Alps now at most times of the year, I don't do it anywhere near enough to remember when the various passes are open and closed.

I do recall crossing in June for a EuroVespa Rally in the early 2000s and after four of us has coaxed our PXs and a T5 to the peak we were surprised to learn that the particular pass we were on had only been open for a fortnight. This was T-shirt weather in the summer, yet the snow was still piled over 12ft tall at the side of the roads!

As such, I now check both passes and tunnels before leaving home, and between them these websites offer some useful advice:
http://europeptides.com/rideblog/?page_id=84
www.alpineroads.com/passes.php
www.alpenpaesse.co/?country=F
www.alpen-journal.de/alpenservice/alpenpaesse.html



In Italy watch out for these 'Agriturismo' signs. As the name suggests, they will direct you to locally run restaurants and hotels, often off the beaten track, which in our experience offer very good locally produced food.

BURGER KING



Who can't appreciate a view like this?

I often get asked by riders of all types of powered-two-wheeler what I reckon is the best scooter out there. "How long is a piece of string?" is my usual reply. When asked what I recommend for touring however, well I've still yet to find something better than a Suzuki Burgman 650 Executive – and I recommend it to bikers too.

It does everything I need it to and more, as long as you're not greedy. By that I mean if you want to pack the kitchen sink and then go scratching around corners like Barry Sheene, look elsewhere. But if you're away for a couple of weeks, you're going to be carrying a fair bit of kit, a pillion too, then the Suzuki is King.

It will piss all over a Vespa GTS too, both on performance and comfort so if you want to enjoy the ride, munch the miles, yet still be able to filter through traffic and appreciate twisty mountain passes, then the Big Burger takes a lot of beating in my book.

Once at our destination the Burgman wasn't allowed to rest with plenty of hills to tackle, a Sunday rideout to photograph and possibly a race around the twisties to the lunchtime restaurant stop. Ahem... I have to say here mind you, that the 'power mode' really got a good workout here and proved it's worth as it pulled out leads from tight hairpins, the three disc brakes bringing the 277kg of scooter to a halt more than adequately a few yards later, the ABS at the back of your mind for reassurance.

Mischiefousness aside, the Suzuki Electronically-controlled Continuously Variable Transmission (SECVT) really is a good piece of kit. If your only experience of an auto scooter is the common CVT rubber band as seen on almost all of them today (Gilera Runner, Italjet Dragster, Vespa GTS etc) then this really is different.

In 'drive' or 'power' auto modes it monitors the throttle action, responding to the rider grabbing a fistful and snatching it open by effectively changing down a gear to enable

you to accelerate a lot faster than a normal CVT would allow. In 'power' mode it holds on the equivalent of lower gears for a little longer, allowing the engine to rev high and resulting in faster acceleration.

Use this to pass another car and it will take you from 80mph upwards at an eye watering rate of knots (on a German autobahn of course) to a comfortable three figure top speed, even fully loaded and with a passenger. And if that's not enough, you can select six speeds manually, changing gear using push buttons on the handlebars.

Add electrically operated screen and mirrors, heated grips and seat, and 150 to 165 miles between fill-ups even at full chat (and that's before the last 'panic' flashing light comes on the dashboard), and this is a decent piece of kit. The Burgman 650 Executive retails at £8799 RRP which isn't cheap at first glance, but then again Piaggio are charging nigh on £8500 for a 125cc Vespa 946 and if you type Lambretta into a certain auction website you'll see people asking £8-£10,000 for a couple of models. Suddenly the Burger doesn't seem so pricy. Andy



Features like the secure steering lock/ignition key cover and heated seats are another reason why the Suzuki Burgman makes such a good touring scooter.



Top: Beware Stealth speed cameras – they look different everywhere you go, and are often subtly located too! While they may not send a ticket home to you, it's not unheard of for the police to be stopped a few yards down the road and issue on the spot fines. They'll accept cash or credit cards and escort you to a nearby cash machine if required. **Above:** If driving through northern Europe plan a petrol stop in Luxembourg which has the cheapest fuel by quite a bit, even filling a scooter there is worth doing.

the ferry companies will allow you to do so, and at Calais and Dover they will often let a recovery truck take you to the dockside rather than push to and from the main gate.

Route

After a fast blast from Dunkirk port to make up some of the lost day, we stopped at a local hotel near Spa in Belgium. This gave us the opportunity the next day to check the map for a cross country route that took us through the pretty town and areas of the Ardennes region that I've travelled past so many times, but never through. Beautiful scenery, picturesque villages, good roads with plenty of twists and turns; very recommended.

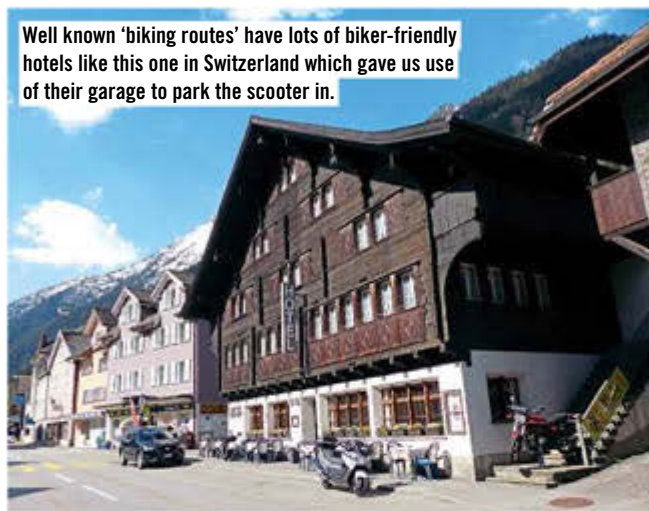
After crossing the Swiss border and buying an annual Vignette for motorway travel (top tip: buying in Swiss francs worked out much cheaper than euros), we blasted past the cities until we reached the lakes and again got off the beaten track for some sightseeing and generally far more pleasant roads.

Our stopping point that night was a biker-friendly local hotel in Wassen where we woke up in the morning to the sight of snow capped mountains from the window. We were also a short ride from the Andermatt Pass and while it wasn't fully open yet, there was plenty to see and explore before the snow allowed you to go no further.

As it was early in the year our way through was via St Gotthards Tunnel, which is free,



What's not to like about scootering through small Italian villages?



Well known 'biking routes' have lots of biker-friendly hotels like this one in Switzerland which gave us use of their garage to park the scooter in.



and we continued checking out the lakes the other side as we dropped into Italy around Como.

Once at our location there were plenty of local roads to explore in the region around San Marino, the principality itself well worth a visit (and best done on two wheels rather than four) if you find yourself in the area.

Emilia Romagna is generally a very beautiful region of Italy with enough quiet hills and valleys to check out only minutes from what at first appears to be a bustling town. They could just do with a road resurfacing programme because in places the Burgman was pretty much off-roading. And I thought the Old Kent Road was bad...

Coming back we gambled on Bologna and were pleasantly surprised to find a bike friendly hotel close to the city centre at a very good rate. Our next stop was Milan for the pilgrimage to all things Innocenti, before heading back through Switzerland with Colmar on our mind.

Having stayed they in the past we knew it was pretty enough with plenty of places to stay and eat, and we even bargained a good deal from a quality chain hotel for a decent sized room, breakfast and underground parking – a treat for our last night in Europe!

The final leg home was via the Alsace Wine Route (www.alsace-wine-route.com) which involves some simply stunning roads through a beautiful region of France.

So remind me, why don't I want to join the cattle at Stansted again?

Words: Andy

Photos: Andy & Ann

Above left: In Europe watch out for petrol pump signs that tell you how much ethanol is in the fuel (E10 usually means 10%). Also, Texaco on French motorways tend to be pre-pay only, which is a right pain in the arse.

Above middle: Checking out the Lambretta monument in Milan. **Above right:** This Belgium motorway sign, "AB April denk an Biker, Fahr Mit Gefühl" translates roughly into, "from April remember bikers, driving with feeling," presumably meaning 'look out for your fellow humans'. It also appeared in French language too.

10 TOP TIPS FOR TIPTOP TOURING

- 1:** Don't risk new riding kit on tour. If untested you're guaranteed boots will rub, gloves will be uncomfortable, waterproof trousers will leak and the jacket will be so bulky you can't move. Test it well first.
- 2:** If away for a long time practice packing and unpacking at home first. It took us three days on the road to find the optimum place for everything!
- 3:** Use a map rather than sat nav on your journey. The latter only shows you a very small area or main roads, but a map allows you to see the bigger picture and find alternative, more interesting routes.
- 4:** Don't be afraid to haggle for a hotel, especially out of season or arriving late. Online booking can also be cheaper than walk-ups, and get loyalty cards and mobile Apps for potential discounts.
- 5:** Learn numbers 1 to 10 in different languages. It will prove useful for many things from fuel to directions, booking hotel rooms and even buying a round of drinks. Just don't stop at pump 11 at the petrol station!
- 6:** Either mark your mph speedo in kph, or make a note of the main kph limits in countries you're visiting and learn their mph equivalent so only a quick glance at your speedo is needed when the limit changes as you ride along.
- 7:** Check out in advance deals for mobile phone roaming abroad, including data usage. This could be ideal for checking weather forecasts and booking hotels.
- 8:** With so many gadgets in our lives these days, invest in some double USB chargers. You can get these for both 12v cigarette sockets on the bike, and 3-pin wall plugs, allowing one socket to charge two appliances (and don't forget your travel adaptor of going abroad!).
- 9:** Even if camping, if the weather is very bad a cheap hotel with secure indoor/ underground parking could prove ideal to dry your kit and tent out.
- 10:** Remember that place names can change from country to country. What is Liege in Belgium to us here in Blighty becomes Luik on local road signs, while Munich in Germany is signed as Monaco in Italy.

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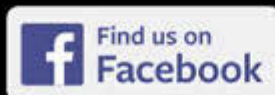
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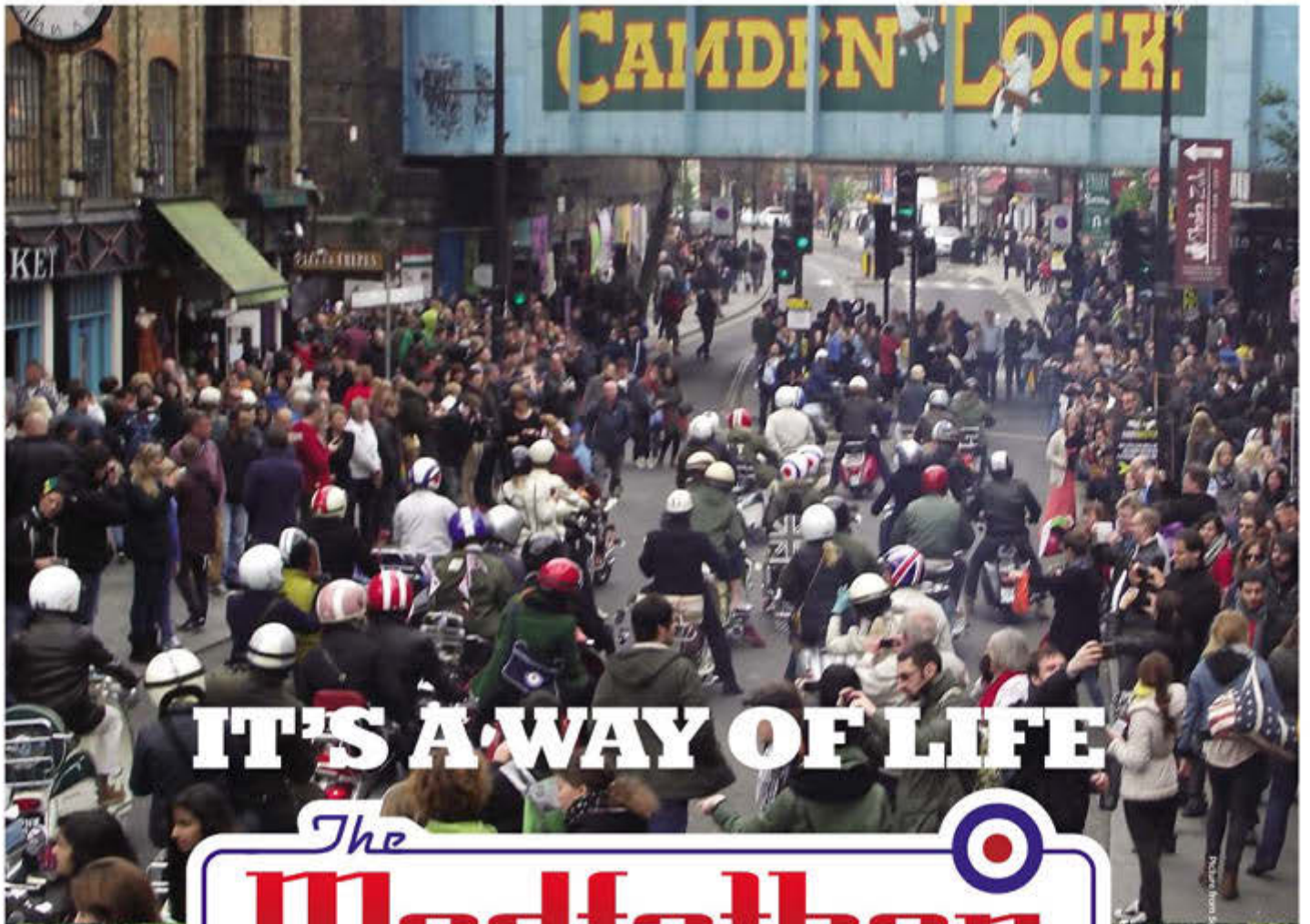
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SETTING THE STANDARD



A wise man once said, 'Practice makes perfect' and this being Phoenix Nights' 10th anniversary, you'd be forgiven for thinking that the experience learned from the previous rallies would make this one a walk in the park – not so!

We were dogged from the start of the organising stage with double booked bands, the venue changing hands with added feuds between interested parties and then to top it all, a huge road resurfacing plant decided to take up residence on our rally site 10 days before zero hour!

When we should have been 'skanking to 2000 tonnes of TNT', instead club members were frantically shovelling the remnants of 2000 tonnes of loose chippings to clear a path for the rally to take place!

New bands were booked, bridges were built and bonds made with the new owners of the venue so come Friday it was business as usual as the Phoenix village took shape. It wasn't long before the familiar rasp of two-stroke motors was heard at the front gate, the first of whom was Paul Hodgson, a member of Skin City SC, Bolton, on his tidy fat boy Vespa.

A healthy stream of punters arrived through the Friday daytime and into the evening and numbers looked healthy as the weather held out. Our regular DJs were spinning the usual rally fayre in the soul room, as Dave Porter, Rocket Dog and Steve Strut were doing likewise in the main room

and in the outdoor marquee. Friday's band were The Ska Faces, who played a lively mixture of Mod, ska and 2-tone classics to a packed crowd. As the main room drew to a close, those seeking a later 'beer and boogie' moved

in to the soul room and the last record was spun at about 3am.

Saturday dawned bright, if a little bit breezy but at least we were spared the traditional Phoenix deluge of previous years. The rideout left camp Phoenix led by Mick Maidment of Leicestershire Alliance SC, with a small following of scooters to a quaint country pub.

Early afternoon saw the custom show well supported with some cracking scooters on display with a good spread of all marques and styles, from Johnny's Model B and barn find Lui through to Tim Wilson's YPVS Lammy and pretty much everything in between.

Daytime in the main room consisted of music from a Bob Marley tribute, a two piece ska/reggae band and a bluegrass band, ably assisted by a juggling act! And if you wanted fresh air as well as music then on the field we had a sound system belting out rally classics all weekend which provided a musical accompaniment to the games; tug-of-war, 5-a-side footie and our favourite 'Sick' game.

This year Aaron had added a couple of high chairs to the wooden scoots and the theme was 'feed the baby'. I'll spare you the details but you can probably guess the end result when you mix scooterists, Ready Brek, squid, baked beans, Tabasco sauce, Guinness, banana, Weetabix, Marmite and a 'yard of bar slops'!

Afternoon soon became evening and with four music rooms to choose from there really was something for everyone. The party was soon in full swing with all different styles, colours and facets of the human soup that is the scooter scene, garnished with a couple of dozen 'orange shirted Phoenix crew – croutons' to make sure things simmered along nicely.

The Dirty G's a Leicester based psychedelic blues band opened with a set, before the headline band The Pressure Tenants got everyone skanking to some classic Trojan ska. Last knockings in the soul room was once again in the small hours and it was off to grab some shut-eye before the big clean up on Sunday morning.

Our heartfelt thanks and admiration go to you all, including the venue proprietors Steve and Joy, all the bands and DJs, Mick Maidment for the rideout, Phoenix SC members and families, all the clubs and individuals who support us year after year.

Photos by Nick, words by Adam

RUN FROM THE SCUM WEEKENDER, NEWQUAY (MAY 15-16)



Friday morning and Run from the Scum 2015 was upon us. The months of preparations by the organising clubs came together and the Celtic goat dance rituals were performed to ensure glorious weather for the weekend.

The venue for the weekend was once again Newquay View Resort. They'd spent a lot of money this year upgrading it's caravan fleet, I suspect not with drunken scooterists in mind!

The site soon started buzzing from midday with the familiar sound of two- and four-stroke engines as a steady stream of scooters arrived from near and far.

The evening entertainment commenced at 7pm at the site's venue, this year offering two rooms of music again. It wasn't long before Scum's regular Friday evening DJs Joe and Simon had the thirsty crowds assembled in the bar toe-tapping. In the upstairs room Lee and Dave of 'Club Peel' enticed you to shake your tail feathers.

The night's band, The Mighty Offbeats took to the stage in the main room about

10ish, with a welcome return performance from last year, delivering a 'ska frenzy' for the sweaty revellers.

By 2am only the hardy few were left as the later running upstairs venue finally came to a close.

Saturday morning saw the traders set up early outside the venue in more glorious sunshine and as normal when the sun's out, a fair number of early risers and day visitors began milling around them.

The show 'n' shine was in full swing by 11am to get the judging done and trophies presented before the ride out left at 1pm.

It was decided to once again do the ride along the coast road north of Newquay to the town of Padstow. This takes in some stunning coastal views along the way and with the harbour master offering seaside parking to the 130 scooters in return for a donation to the RNLI, it made for a great afternoon in the sun.

Those not interested or in no fit state to do any riding made do with a visit to Sunny Newquay to take the opportunity to visit the

town's public house's beer garden facilities, for a nice quiet tippie I'm sure.

Saturday evening's entertainment at the site's venue started with Southwest's DJ-ing holy trinity Emma Cox, Andy SWS and Tezza Walters making a welcome reunion at RFTS.

Upstairs Tracey Screamcheese and special guests Nicola Parry and Mozz from Fabulous took care of the vinyl selections.

Saturday's band The Corsairs hit the stage at 10pm and totally blew us away with a high-energy Punkabilly set of slap-bass-tastic covers.

Mozz brought the weekend to a close at 2am in the upstairs venue with those still standing at the end agreeing it was cracking night & weekend.

The organising clubs; Troglodytes SC, Section 8 SC and Southern Templars SC would like to thank the 600 plus hardy scooterists, clubs and individuals who braved the Cornish roads and scorching weather to attend this year's Run from the Scum. Hope to see you all again next year.

Alex

This weekend we have a mixed grid with geared scooters starting first, then a delayed start for the autos.



What a great battle between the Conneely brothers Steve (6) and Darren (4) with Damon Tunncliffe (6) a stone's throw away. Auto wise, Joe Ravenscroft (6a) was in a class of his own, with neither Ryan Clipstone (6a) or myself (6a) getting anywhere near him. Lap four saw my transmission belt snap and the start of a torrid day for me. On the plus side I did have a ringside seat for the action and there was plenty of it throughout the field. Joe took the overall win despite the delayed start and what an impressive start to the weekend.

Well we all start racing and after two laps the race is stopped with a red flag because of a crash on the start/finish straight. Unfortunately the gremlins set about my Runner in the meanwhile and I was forced to sit out the restart and again watch the racing.

seconds apart – close racing indeed! Sunday and another day another Runner as mine's in disgrace! Instead I'm off out on the PSN blue Runner.

Damon this time has Mickey Bonett (Group 6) and Stuart Day for company in a race-long battle. Darren was again the top Group 4 rider and Joe the top auto rider. Despite throwing his freshly painted DTC Zip SP on the floor in race 1, Justin Price was back up to speed, winning Group 10 and also managing to jump the start for which he got a special prize.

Again, despite the delayed start Joe stormed through the field and took the overall race victory, but only just. Mickey Damon and Stuart were all neck-and-neck all race long.

Photography: Lee & Karen Hollick



Joe Ravenscroft (Auto 6A) with a delayed start catches and beats all geared scooters to the finish line. An exceptional rider.



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BSSO Scooter Racing East Fortune

Welcome to East Fortune up in bonny Scotland for haggis chasing and scooter racing. We have mixed grids again, with the geared going first away.



Race 1

Damon set the lap record last time out at this track and by the way he was going he hadn't forgot any of it. Hot on his tail were Mikey Bonnett and Steve Conneely with Stuart and Darren slightly further afield. Ryan and me managed to fight our way through the field but a dodgy rear brake put paid to me catching and passing Ryan.

With some of the lads not having raced here before there were some very unusual lines being taken, one of which involved the field at the end of the straight; oops! Still the sun was out and everyone was playing nicely providing the spectators with plenty of entertainment.

Group 6

1st Tunncliffe 2nd Bonett 3rd S Conneely

Group 4

1st D Conneely 2nd Lancaster 3rd Delaney

Group 6a

1st Clipstone 2nd Woods

Group 10

1st Price 2nd M Cook

Race 2

Unfortunately this race was stopped after Dave Delaney (riding Chris Geyton's Group 4 Lambretta) had a big off at Esses 2. Dave managed to make more of a mess of himself than the scooter. We all wish him a speedy recovery and hope he will stick to racing Vespas in the future, something he assures us he's quite good at!

The restarted race saw Damon take the win but closely followed by Darren and Mikey. Ryan and me had a good race long tussle swapping and changing but the youngster beat me again but only just.

Group 6

1st Tunncliffe 2nd Bonett 3rd Day

Group 4

1st D Conneely 2nd Lancaster 3rd C Cook

Group 6a

1st Clipstone 2nd Woods

Group 10

1st Price



1: D Delaney guest riding Chris Geyton's Group 4 before his off, breaking his collar bone among other injuries.

2: The Group 6 front row of Bonett, Day and Tunncliffe.

3: Martin Cook of Chiselspeed in front (for now) of son Chris.

4: Fast improving Phil Butterworth of Team Vespa Group 6.

5: Ryan Clipstone Group 6A.

6: Doug Turner on the newly painted DTC Racer in a close battle with Stu McKenzie, both on Group 6 scooters.

2



3



Sunday race 1

Today the autos are to go first so we get the clear track for a change. You just get your head down and peddle as fast as you can and pray you don't get caught by those fast Lambrettas (which they didn't).

Behind us the infamous extra grass racing line was being used again as the Group 6 lads battled hard. This track really suits the scooters and not just one type. After a hectic six laps the flag was a welcome sight as groups crossed the line within seconds of each other. Ryan managing to take his first overall race victory.

Group 6

1st S Conneely 2nd Bonett 3rd Day.

Group 4

1st D Conneely 2nd Lancaster 3rd C Cook

Group 6a

1st Clipstone 2 Woods

Group 10

1st Price 2nd M Cook

Race 2

Those Welsh gremlins from the previous week had followed me all the way to Scotland and decided to have some fun with my fading rear brake, which caught me by surprise on lap two and nearly ended with a trip to the grass.

After that I decided points make prizes and backed off but had a ringside seat when the three top Group 6 lads caught me on the last lap. Damon pushing hard to keep in front of Steve and Mikey right to the flag. Also having a good race was Justin and Stuart 'Mad Dog' McKenzie who crossed the line side by side, proving you race everybody till the flag drops.

Group 6

1st Tunncliffe 2nd Bonett 3rd S Conneely

Group 4

1st D Conneely 2nd Lancaster 3rd C Cook

Group 6a

1st Clipstone 2nd Woods

Group 10

1st Price 2nd M Cook

Well done to everyone who made the effort to travel and make the weekend another success, hopefully we will return next season to this superb track. A personal thanks to all my sponsors for your support; PSN Scooters, Speed Couriers and Scooter Skunkworx.

See you at Croft mid-June or Lydden Hill after that.

Words: John #52

Photographs: Lee & Karen Hollick

4



5



6



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July 25/26 – Lydden Hill, Kent
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European Scooter Challenge 2015

Round 1, Mirecourt France

May 2015

The European Scooter Challenge (ESC) is a race series for classic scooters held on mainland Europe and has been running since 2003. The idea has always been to provide easy access for those wanting to try their hand at racing, in a fun, friendly environment where the emphasis has always been on everyone enjoying themselves.



After winning the Italian VPI race series for two years on the trot, Casa Lambretta main man Vittorio Tessera decided it was time for a change. It was time to start afresh with an all new team, new rider(s) and a new scooter, so it was either compete in the British BSSO championships or the ESC. In the end, logistics dictated that, for this year anyway, we'd enter the ESC series.

The Prep

Italian performance parts manufacturers Parmakit and Casa work very closely, so it made sense to get the teams from both organisations together for the 2015 season. As tuner Roberto Barone is also the man grinding the barrel ports for both companies, the amalgamation of the teams was pretty much a no-brainer.

The ESC rules dictate that there must be no liquid cooling in any classes so the only thing needed was to change the Parmakit Vespa to an air-cooled version of the same

'W Force' kit. Meanwhile at Rimini Lambretta Centre, the Casa Lambretta Racing Team mechanics Mickyboy and Lorenzo were given the job of stripping and rebuilding the Casa race scooter, utilising a SS225 cylinder kit to power the show which, after minimal adjustments and some deft fine-tuning by Barone, hit the 35bhp mark at the rear wheel thus keeping it on par with the Team Parmakit Vespa.

One of the main differences between British and European race series is the use of small, very tight kart tracks in the latter. This means that a lot of the preparation for the scooters is specifically aimed at the suspension and to maximise ground clearance.

These tracks are best suited to smallframe Vespas and 99% of the race smallframes use heavily modified frames which are narrowed down and have lightweight fibreglass rear end sections. These scooters are really good for the tight circuits and are able to achieve lean angles which you'd not think possible.

The largeframe scooters with their 'compulsory' width and longer wheelbases are at a massive disadvantage. In the words of one racer, "It's like trying to race a London bus through the backstreets of a village."

Wet in France

The first race of the ESC series was to be held in North East France at the Mirecourt circuit, near Metz. Friday was spent checking the scooters out on the track and the weather was cold, wet and windy.

A lot of teams sat around chatting and prepping their scooters for the entire day but we decided to get both scooters out for some laps as neither of their riders had ever raced in the wet before. Wet race tyres were fitted and off they went to get drenched to get accustomed to the track. The end of the day finally saw all of us hanging onto the teams' gazebo trying to stop them from going airborne as a full scale storm hit the place!



Come Saturday and amazingly the weather had cleared up to the point that it was actually sunny and hot. The paddock area was buzzing and the main thing that we noted was the friendly atmosphere between the various riders and teams.

Everyone was there to have a good time and there was none of the animosity we have had to put up with in the Italian races. There were 130+ scooters entered to race over the weekend so the competition was going to be tough.

The ESC riders were basically 'guests' of the French 'Scootentole' race event and for both organisations the main 'rule' is that everyone has a good time. Can't knock that. In the morning there were the qualifying races for all the various classes.

Most are for smallframe Vespas in various formats including some with strict limitations on both components and power output, thus putting everything on the same level technically and guaranteeing everyone competing the possibility to be competitive, without breaking the bank.

The two classes of interest to us were Group 2 for smallframe Vespas up to 150cc where the Parmakit scooter would be placed and the largeframe class, Group 4, where the Casa Lambretta would be competing.

Despite some very stiff competition both our riders hit the top spots in their qualifying rounds. For Paolo Birtele with the Parmakit Vespa, there were several really fast riders he was up against but none more so than 'Stoffi's Garage SIP RT' pilot Markus Angleitner and Christian Rapf of the '7ts Racing Team' who were putting down some very rapid lap times. In Group 4, Casa rider Luca Fuschini's main competition came from German rider Lutz Hoppner on a very fast race Lambretta.

First timers

The racing was a pleasure to watch with visibility of the track being excellent,

despite there being no dedicated raised seating areas for the public or racers. There were also several female riders partaking over the weekend and in all the classes the racing was very tight and fast.

After an hour's stop for lunch, the first races proper got under way and the atmosphere was incredible. From our personal point of view, this was the first outing for the 'Team Parmakit / Barone' and 'Casa Lambretta Racing Team' with 'new' scooters, 'new' riders and a completely unknown set of riders to go up against.

To say we were anxious was an understatement. Both teams had two races each over the course of the afternoon and managed to clinch two first places in their respective classes! And don't think this was easy; both riders had to work hard for their wins against some of the best racers in Europe. The racing was fascinating and exhilarating to watch in all the classes.

At the end of the day there was a fun race for all the various group winners and it would have been a good spectacle to watch the winning riders battle against one another... if Luca's Lambretta gear-change tie-bar hadn't lost it's tiny retaining circlip and come off, leaving him momentarily stuck in third gear!

With the light fading and dark clouds once again closing in, the day ended with podium photos, trophies and rounds of applause from all those present. This was followed by a 'tombola' and I think it's fair to say about half of those present won something!

Both the French Scootentole and the ESC organisers should be proud of what they pulled off and on behalf of both our teams, we wish to thank them and all the other teams and their riders who made the weekend such a positive experience!

Dean Orton

'Casa Lambretta Racing Team'

MIRECOURT RACE RESULTS

Group 1: 'GP Limited' Class for Vespa Smallframes up to 135cc

1. Johannes Kachel (Race 1+2)
2. Maik Persh (Race 1 + 2)
3. Benedikt Neuberger (Race 1+2)

Group 2: 'GP Open' Class for Vespa Smallframes up to 153cc

1. Paolo Birtele (Race 1+2)
2. Markus Angleitner (Race 1+2)
3. Mario Woldrich (Race 1) / Christian Rapf (Race 2)

Group 3: 'Grand Turismo' Class for Vespa largeframes up to 177cc

1. Antonio Fattorusso (Race 1+2)
2. Jean-Luc Nobleaux (Race 1+2)
3. Jean Marc Couilhault (Race 1+2)

Group 4: 'Large Frame Open' Class for Vespa / Lambretta largeframes up to 300cc

1. Luca Fuschini (Race 1+2)
2. Lutz Hoppner (Race 1+2)
3. Gilles Fraval (Race 1+2)

Group 5: 'Standardised' Class for Vespa smallframes with specific 130cc engine components

1. Romain Baguet (Race 1+2)
2. Andreas Bayer (Race 1+2)
3. Achim Wolf (Race 1) / Thomas Lenkheit (Race 2)

Group 6: 'Street Legal / Beginners Class' 50cc – 311cc

1. Felix Richter (Race 1+2)
2. Albert Lohff (Race 1+2)
3. Jochen Undesser (Race 1+2)

Group 7: 'Ladies Class' 50cc – 299cc

1. Gunda Brunsbach (Race 1+2)
2. Leonie Strasser (Race 1+2)
3. Frederique Desmercieres (Race 1) / Florence Gillot (Race 2)

REMAINING 2015 ESC RACES

Stoffi's Austrian-GP – Rechnitz (AT):

June 26-28, 2015

CCCP-GP – Cheb (CZ): July 10-12, 2015

Harz-GP – Harz-Ring (DE): September 4-6, 2015

Elegant Sufficiency

Elegant: Graceful and stylish in appearance or manner.

Sufficiency: An adequate amount of something, especially of something essential.

Elegance comes in many forms; from the way a graceful lady emerges from a limo, to the sight of a majestic bird in flight. Vehicles can also be elegant, usually by design, but if done well they can also be enhanced with the addition of stunning paintwork, some rare trinkets, or flawless finishing.

This Series 1 Framebreather is one scooter that deserves the title bestowed upon it by its owner. Elegant Sufficiency is a fitting name for such a beautifully built and well thought-out vintage Lambretta.

It's no surprise that the hotbed establishment for Midlands' scooter exotica, Disco Dez's Scooters had a massive hand in the build of Nev Cope's Lambretta. The scooter has their trademark perfectionism written all over it, Dez and Nathan there responsible for turning out some stunning scooters over the years.

Forget the obvious period accessories for a minute or two though, a Series 1 Lambretta is, or at least can be a thing of beauty in its own right. Dismissed for many years by scooter snobs, in favour of the GP, or SX, the wide-bodied early model Lambrettas are becoming very popular at the moment.







In my humble opinion they're the most underrated Lambretta ever built, they're lovely scooters to ride, look absolutely stunning if done well and suit many styles of customising, from street racer to restoration, patina to rat and unrestored to full custom (*you can tell Iggy recently bought himself a Series 1, hey readers? – Ed*).

This project started out as a tidy enough scooter in its own right, rather than a rusty wreck. It had already been restored in bronze and white paintwork when Nev picked it up from Andy Barry in Derby and sent it down for a little bit of a rework by Dez.

Dez stripped the scooter down and had it sprayed in Austin Healey colours; Old English White and Metallic Ice Blue, a classic British colour combination if ever there was one. It's hard to miss the tastefully fitted accessories, Nev is a bit of a hoarder so many of them were already sourced and stored away for a rainy day. Just as well really, because certain items are ultra rare these days.

Others are new old stock and there's the occasional modern day extravagant addition. Talking of rare, according to Dez there are only known to be three Schlote headlight embellishers in the world, one of them is fitted to this S1. Then there's the original Ken Cobbing seat; you won't find many of those while rummaging at the Isle of Wight parts fair.

The double legshield trim is another item of treasure for any magpie with a thing for hard to find period embellishers. In fact pretty much everything on the scooter is either rare, hard to find, ridiculously expensive or in very limited supply. It's fair to say that the added extras are arguably worth more than the scooter itself.



Above: Rimini Lambretta Centre are responsible for this exquisite twin tailpipe exhaust.
Right: Rare original accessories, subtle but effective.





“...Austin-Healey colours; Old English White and Metallic Ice Blue, a classic British colour combination if ever there was one.”

Nev not only likes his accessories but he also likes his scooters to shine as well, so there's plenty of chrome work on the machine, everything from the engine to the Rimini Lambretta twin-cloverleaf exhaust have been plated to perfection.

As well as stripping the machine, Dez was also entrusted with rebuilding the scooter. Of course he also had the unenviable task of fitting the many embellishments and rebuilding the engine. That is running a 186 Mugello kit with Cyclone five-speed gearbox and a few other goodies; no expense was spared on this machine, so it also boasts a Carte Blanche five-speed handlebar gear change. In fact the spec sheet lists pretty much everything you can think of and more besides.

Perfection is an overused word, but it's fair to say that this scooter comes very close. It's eye-catching, well executed and tastefully finished. Elegant Sufficiency indeed.

Words: Iggy

Photography: Richie Lunt





“Perfection is an overused word, but it’s fair to say that this scooter comes very close.”



SCOOTER DETAILS

Owner: Nev Cope

Scooter club: Il Dipartimento di Lambretta, Melbourne, Australia and Lambretta Club of Australia.

First scooter: 1980 SIL GP150.

Favourite style of custom scooter: Street sleepers – patinated wolves in sheep’s clothing.

How could the scooter scene improve: People should learn to appreciate the diverse nature of the scene; that means less keyboard warriors and minimising the ‘influence’ of the Charlie Big-Bananas for a start!

Favourite custom scooter of all time: Rhapsody & Blues Reprise.

Recommend one item of riding kit: Decent wet weather gear.

Most useless part ever bought for one of your scooters: Most bargains are just not that (especially new parts) – buy cheap is often buy twice.

Name of scooter: Elegant Sufficiency

Model: 1958 Lambretta Li Series 1

Inspiration for project: Less is more.

Specialised parts: A smattering of (largely) original accessories, including the following...

Ulma nudge bar, Ulma ‘card’ fork boots, Vigano Li150 shell embellisher, Ulma horncast embellisher, Schlote headlight embellisher, Ulma single gem legshield trim, Ulma spare wheel holder, Ulma spare wheel disc, Ulma wheel spinner (ultra rare), Original ‘Gran Sport’ wheel discs with rear wheel spinner, Vigano ‘fluted’ footboard extensions, Ken Cobbing seat with original grab rail, Sickie flashes, Ulma style rear bars, Vigano/Falbo rear light embellisher with Carte Blanche (Vigano) rocket embellisher, TV1 chrome speedo bezel, Chrome engine case and gubbins, Campagnolo disc brake, Front RIV dampers, Ignition, Carte Blanche five-speed gear lever, early slotted-panel/straight (no cut-out) footboard version.

Engine: Mugello 186 with 25mm PHBL Dellorto, Breathing Sweet remote filter, Rimini Lambretta Centre Series 2 big-bore exhaust – twin cloverleaf, Cyclone five-speed gearbox.

Paint: Old English White with Austin Healey metallic Ice Blue.

Chrome: All levers, taps, floor channels, end caps, stand spring, rear frame grille, disc brake gubbins.

Advice for anyone starting a project: Be true to yourself and do what you want to and not what you think will please others – oh yes, don’t get emotionally attached!

Favourite dealer: Dez Askill (Disco Dez Scooters), more than just a good mate.

Thanks: Dez and Nathan at the secret barn, Dean at RLC for sorting the exhaust, Yann at Carte Blanche for his continued level of excellence, those who helped with provision of certain shiny bits and lastly, The Dept lads (Completa Fiducia).



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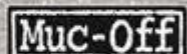
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